

BY-WAYS

CENTRAL VERMONT
RAILROAD.

BY-WAYS.

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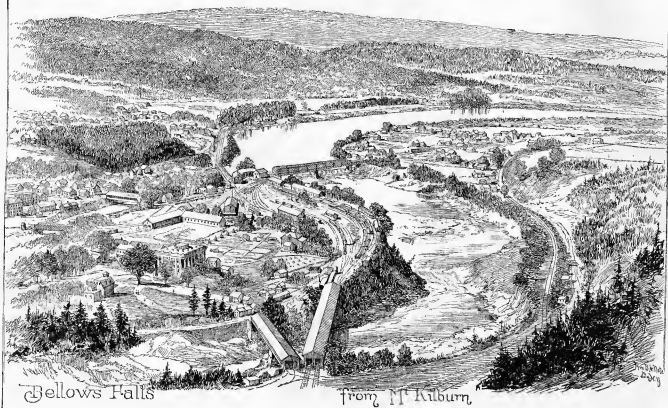
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1889.



Aide Memoire of Popular Resorts Included in Tours.

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BY-WAYS.



“OF the Green Mountains one might probably say, they are more generally admired than visited. Poets sing without seeing them. They have furnished ready and familiar figures to orators who could hardly point them out on the map. That they stimulate the virtues of the patriot is one of those axioms which one meets over and over again in the pages of writers who have never felt their rugged breezes. Nor is this service which the State furnishes to rhetoric shared in anything like an equal degree by other States which also have mountains loftier, perhaps, and grander than its own. Even the White Mountains seem to be less frequently used, while the Alleghanies, the Rocky Mountains, and other noble chains throughout the country, are almost unknown in literature and oratory. Only one thing, therefore, is wanting to complete the singular pre-eminence of Vermont. If her mountains and valleys were more often traversed and better known, the phrases of enthusiasm and admiration would not, perhaps, be subdued, but they would be

well-informed, just, rational, more serviceable to their authors, and not less complimentary to their objects."—*Harper's Magazine*, Nov., 1883.

"By-WAYS" can, of course, repair this neglect only in part. To describe the whole State, or even all its leading beauties, would require a dozen volumes instead of as many pages. We shall, therefore, take for description some points in Vermont landscape reached by the Central Vermont Railroad, and then invite the reader with their aid to complete the picture.

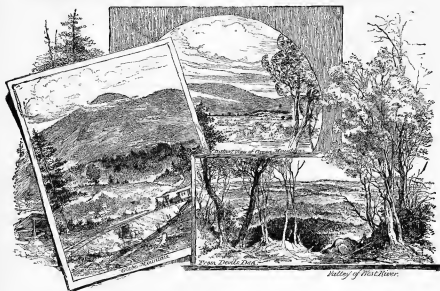


A SUMMER EXCURSION

AMONG GREEN MOUNTAIN BY-WAYS.

"I have gathered a posy of other men's flowers, and nothing but the thread that binds them is mine own."

THERE is a best way to travel as there is a best way to live ; and to know how to do either, one must have experience, or hints from the experienced. If you are hesitating as to which route you will take for a summer's jaunt or for a fishing excursion, or if you desire to pass the "heated term" among quiet mountain resorts,



and are in doubt which way to go, let me give you a hint ; let me tell you about a few of the towns and cities you will pass through ; let me give you a mere suggestion of the beautiful scenery which meets the eye on every hand, and a word about the comforts of a journey through the Green Mountains.

A bright day in the middle of May and a little leisure, suggested a short railway trip, and a friend whispered in my ear, "Take your outing over the Central Vermont Railroad, and you will not regret your choice; as you will not suffer from excessive heat nor a dusty road, and finer bits of scenery cannot be seen from any road in the country, than are visible along this route."

Before I returned home I echoed my friend's sentiments concerning the scenery; for it must be a dullard, indeed, who could not enjoy such a trip. A ride over this magnificent road, perfectly ballasted, supplied with the best steel rails, its bridges of stone or iron, and the cars fitted with every imaginable appliance to promote the comfort and safety of the public, is a desideratum, and not an experience to be dreaded.

Leaving Boston at 8.30 a.m. or 1.00 p.m., we glide (I use that word, for the motion is scarcely perceptible) past the few suburban towns intervening between Boston and Winchester, and halt here for a few moments. Our next halting place is

Lowell, where baggage is taken on and put off, and we have time to make a few inquiries concerning the "city of spindles" and the home of General Butler. In 1880, Lowell had a population of 59,475—a gain over the previous ten years of 18,547. It is the leading cotton-manufacturing city in the United States, and is also a railway junction, six roads centring here. The territory of the city embraces 2,587 acres. The first cotton-mill was erected here in 1820. To-day there are eighty mills, in which is invested over twenty millions of capital.

Along the Merrimack.—Leaving Lowell, we ride for forty or fifty miles along the bank of the Merrimack, which, rising in the town of Franklin, N. H., from the Pemigewasset and the Winnipisogee, flows peacefully on until lost in the Atlantic. The ride along the river is particularly enjoyable. Here one could toss a stone into the water, then by a sudden turn in the stream or road we lose sight of it for a minute, and soon we catch the glow of its ripples, sparkling in the sunlight across the mile of fertile meadow-land, the high, yellow, sandy banks furnishing a frame of old gold for the dark, sparkling river, which flows peacefully on to its destination,

save where here and there protruding rocks disturb the even tenor of its way. But our meditations are cut short by a brief halt at

Nashua, which is the junction of several railways. This little city is not, like Lowell, Lawrence and Manchester, distinguished as a manufacturing centre, although it boasts of a number of very successful business enterprises. It is a pretty place, has an area of 18,898 acres, and in 1880 had a population of 15,397. The Merrimack enters the city from the east, and the Nashua River from the west; it has also the Salmon Brook on the south, and the North Pennichuck Brook on the north, and all these streams are utilized for manufacturing purposes.

Manchester is our next stopping place, and as the train runs into the commodious station, one is impressed with the activity and bustle of the city, which in 1880 boasted a population of 32,630. From the windows of the car, as we hurry along toward the north, we catch glimpses of the large manufactories—the Amoskeag, the Stark, the Manchester, and the Langdon mills. There are also several minor manufactories here, and the noted Manchester Locomotive Works. Millions of dollars are invested in these establishments, which give employment to thousands of men, women and children. The city has a system of water-works which cost \$800,000.

Concord.—Eighteen miles north of Manchester lies the capital city of the old Granite State, which in 1880 had a population of 13,838. It is one of the most interesting inland cities of New England. Its topography presents a wonderful variety, consisting of hills and wide-spreading intervalles, winding rivers, swift rapids, and calmly nestling lakes. Through the centre of the city, from the north, flows the tortuous Merrimack, and the Contoocook enters from the north-west corner. The hills of Concord would in many States be designated as mountains, for one—the “Rattlesnake”—rises from near the centre of the city to a height of 500 feet above the river. The city contains the State House, State Prison, Insane Asylum, the County Jail, White’s Opera House, eleven churches, three newspapers, four hotels, seven banks, and several manufacturing establishments, although the city is better known for wealth and politics than on account of its manufactures.

From Concord to White River Junction the ride is full of interest, aside from the pleasures of the landscape. Seven miles from Concord we pass the village of Fisherville, and are reminded of

Hannah Duston, a brave woman, whose courage and endurance are told to the world in a monument which was erected to her memory, a few years ago, by the New Hampshire Historical Society. Hannah Duston lived in Haverhill, Mass. She was the mother of thirteen children, the youngest a babe of a few months, when on the 15th day of May, 1698, the Indians descended on the settlement, and after slaughtering many of the inhabitants, carried Hannah, her child and nurse, off as prisoners. The child was killed, and the two women were taken to an island in the Merrimack, near the mouth of the Contoocook, now known as Duston's Island. She was held a prisoner there in a company of twelve savages. One night, with the aid of her nurse and a white boy, this brave and determined woman killed all the Indians in their sleep, except one squaw, took their scalps, and after a journey fraught with peril, hunger, and hardship, the trio found their way back to Haverhill.

The Home of Webster.—The place where the great "expounder" passed so many happy hours in his youth and manhood was pointed out to us as we hurried through Webster Place, a small village. The large white house not far from the railroad track was where he lived for a good many years, and his birthplace is not far distant, in the town of Salisbury, which, when Webster was born, was a part of the town of Franklin, and both towns claim the honor of giving to the world the great statesman. We halt for a few moments at Franklin, a pretty place, situated on both sides of the Merrimack; and here we bid adieu to the stream which we have traced from Lowell, sixty-six miles. A little way beyond Franklin we skirt the shore of the pretty lake named after Webster, where he was accustomed to enjoy his favorite pastime—fishing. At Franklin the Bristol Branch Railway diverges from the main line, and runs to Bristol, thirteen miles.

Potter Place, a station about two miles north of Franklin, is our next halting-place, and here we remain long enough to get a good view of Mount Kearsage, a noted summer resort.

The Enfield Shakers.—We rush along, passing Canaan, Enfield, Lebanon, and West Lebanon. Enfield calls for rather more than a passing glance, for it is situated in the midst of scenery of surpassing loveliness, and is the home of a peculiar people. The Enfield Shakers have a wide reputation. Shaker flannels, garden-seeds, apple-sauce, pails, brooms, etc., are familiar to nearly every New England boy and girl. Just north of this prosy, industrious village, where poetry seems to have been forgotten by this matter-of-fact people, we suddenly come upon the loveliest little lake imaginable, and skirt its shores for miles. Framed in a cluster of sheltering hills, it ripples and dances to the music of the breeze, and, as it glistens and smiles beneath the sun, it sorely tempts the lover of nature to quit the busy, bustling, selfish world, and, like Thoreau upon the shores of Walden, commune with the Unseen, and dream his life away. But steam and time will not pause for us to grow sentimental, and we rush along past Lebanon and West Lebanon toward the Junction. The large building on the hill overlooking West Lebanon, is the Tilden Seminary for young ladies. We cross the Connecticut over an immensely high bridge, and are at

White River Junction.—"Twenty minutes for refresh-

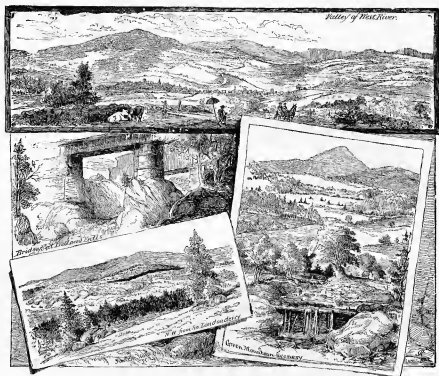
146 MILES FROM BOSTON,
260 MILES FROM NEW YORK,
100 MILES FROM MONTREAL.

ments!" is welcomed by the hungry passengers, some of whom leave us here, and after lunch at the restaurant, take trains for Springfield,

Bellows Falls, and other points along the connecting lines of road.

We have been riding thus far since leaving Boston over the Boston and Lowell (Southern Division), the Concord, and the Northern Division Boston and Lowell Railroad. At White River Junction we begin our ride over the Central Vermont proper. This road was opened to Montpelier in 1849, and to Burlington in 1850. In 1852 the route was extended to Montreal, via Rouse's Point, and in 1862 the present route to St. Johns and Montreal was opened.

After leaving White River Junction we ride along the bank of the White River, the clearness and purity of whose waters are quite remarkable. It is said the stream derived its name from the great number of white pebbles on its bed. This led the Indians to call it "Kascadnac," which has been Anglicized as White River.



The scenery along this route from White River Junction to St. Albans is of the most delightful character. The White River and Winooski Valleys present to the eye of the tourist pictures of the rarest loveliness. The deep, fertile valleys, the gently sloping uplands, the verdant hillsides, the cloud-capped summits of the grand old rock-bound hills, combine to furnish scenery unsurpassed in this country in peaceful beauty and grandeur. I know of no railway route where more beautiful, impressive and charming scenery can be found than over the Central Vermont and its numerous branches. Fresh surprises greet the traveler on every hand, until, at the end of a day's journey, one retraces his way over the mountains, through

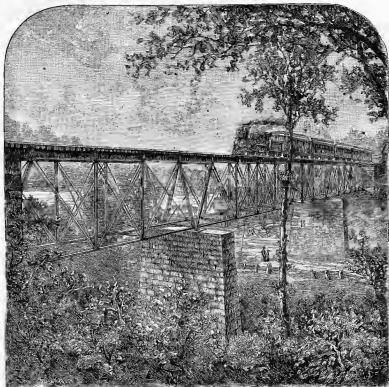
the valleys, over the rushing torrents, past the peaceful, prosperous farms, where contentment reigns supreme, along the fertile meadows, beside the loveliest of lakes, through prosperous villages and rocky gorges, and the mind is lost in wonder that the skill of man should have placed it in one's power to witness such magnificent panoramas with ease and comfort. Immediately after leaving the junction we pass

Hartford, situated in the midst of a fine farming district, and

147 MILES FROM BOSTON.
202 MILES FROM NEW YORK.
105 MILES FROM MONTREAL.

possessed of valuable water-power. The township of Hartford has a population of about 2500. Ten miles southwest, and reached by

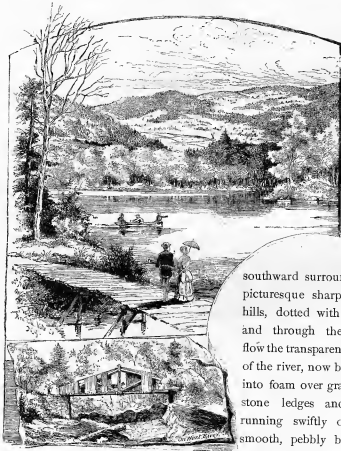
the Woodstock R. R., is Woodstock, the shire town of Windsor County, beautifully located in the valley of the Otta Queechee.



HARTLAND BRIDGE.

West Hartford is a small manufacturing village. The track shortly crosses a brook, which breaks into a charming fall, to be seen on the right; and soon after we cross White River. From the bridge a beautiful view may be obtained. A valley opens to the

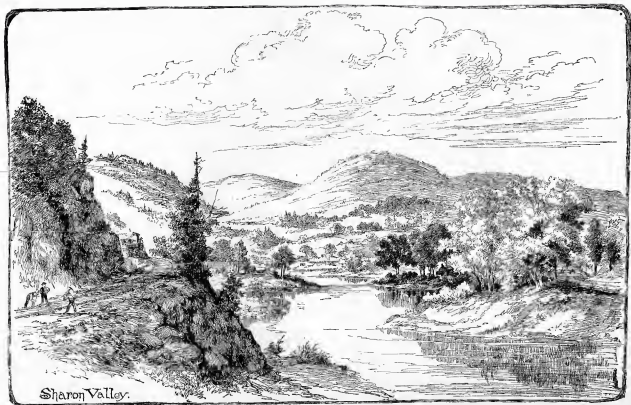
159 MILES FROM BOSTON.
256 MILES FROM NEW YORK.
181 MILES FROM MONTREAL.



southward surrounded by picturesque sharp-crested hills, dotted with farms, and through the midst flow the transparent waters of the river, now breaking into foam over gray limestone ledges and now running swiftly over its smooth, pebbly bed. A short distance beyond is

Sharon, the birthplace of Joseph Smith, the founder of the Mormon sect. The town was plundered by Indians in 1780, on the same day with the Royalton massacre. Many brooks "join the brimming river" in this section, and the valleys through which they

189 MILES FROM BOSTON.
274 MILES FROM NEW YORK.
178 MILES FROM MONTREAL.



Sharon Valley.

run may be seen winding among the green hills on either side of the railway. The train rushes past only too quickly, and soon brings us to

South Royalton, a neat and attractive village, standing on the side of a beautiful valley. Crossing the river on a bridge 600 feet long, we again follow its right bank to

104 MILES FROM BOSTON.
279 MILES FROM NEW YORK.
171 MILES FROM MONTREAL.

Royalton, pleasantly situated on the river bank, surrounded by fertile fields, and whose inhabitants were massacred by Indians in 1780 simultaneously with those of Sharon. Another short run brings us to

156 MILES FROM BOSTON.
281 MILES FROM NEW YORK.
189 MILES FROM MONTREAL.

Bethel, which is in a narrow valley, encircled by high and steep hills, and is the stage point for Barnard, Rochester and Hancock. These inland villages are situated at elevations ranging from 1000 to 1300 feet above the level of the sea, in the midst of picturesque valleys watered by numerous trout streams.

171 MILES FROM BOSTON.
286 MILES FROM NEW YORK.
164 MILES FROM MONTREAL.

Randolph.—The stranger is surprised on nearing this village at the evidence of prosperity and industry everywhere visible. The business part of the village was totally destroyed by fire in the autumn of 1884, but is being rapidly rebuilt. The surface of the country in the vicinity is elevated, but less broken than much of the surrounding territory. Soon after leaving the station we come in sight of the higher summits of the Green Mountains. The hillsides become more rugged, and rocks, showing a vertical stratification, lift their frowning precipices over the green fields at their base.

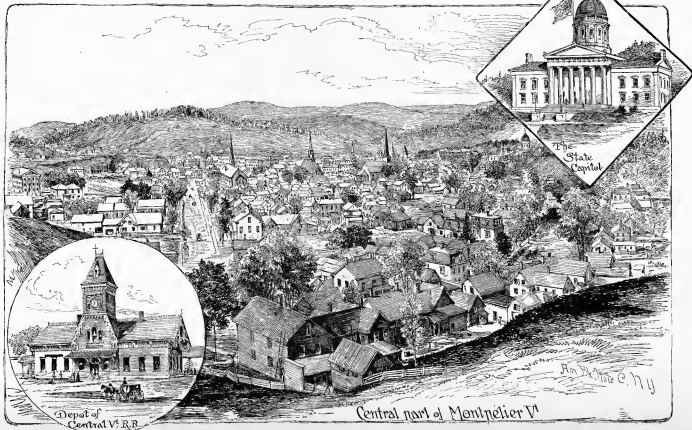
177 MILES FROM BOSTON.
292 MILES FROM NEW YORK.
168 MILES FROM MONTREAL.

Braintree is composed of a few houses, with a row of brick charcoal pits, shut in by rugged mountains, a few meadows along the river forming a foreground. A little further on at

158 MILES FROM BOSTON.
300 MILES FROM NEW YORK.
162 MILES FROM MONTREAL.

Roxbury, we cross the summit pass of the Green Mountains, at an elevation of one thousand feet above the sea, and leaving the headwaters of the White River, whose company we have enjoyed for about fifty miles, we strike the source of the Dog River, a tributary

150 MILES FROM BOSTON.
303 MILES FROM NEW YORK.
163 MILES FROM MONTREAL.



of Lake Champlain. Just west of the station we cross a bridge seventy feet above the stream, which flows beneath, and begin our descent towards Lake Champlain. Seven miles from Roxbury we come upon

Northfield, where formerly were located the shops of the

193 MILES FROM BOSTON.
214 MILES FROM NEW YORK.
135 MILES FROM MONTREAL.

Central Vermont, which several years ago were removed to St. Albans. Two ranges of bold hills, one on each side of Dog River, render

the surface of Northfield very uneven. The large brick building, with a Mansard roof, on the hill to the right, south of the station, is Lewis College, formerly the Vermont Military Institute. Ten miles beyond Northfield we arrive at

Montpelier, or rather, we should say, Montpelier Junction,

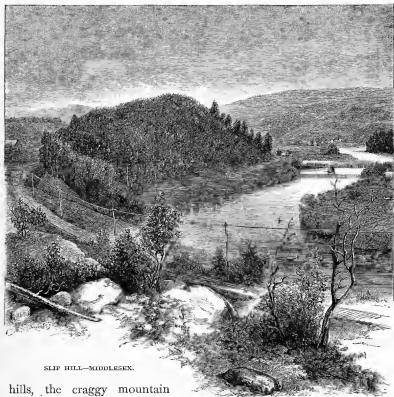
203 MILES FROM BOSTON.
326 MILES FROM NEW YORK.
123 MILES FROM MONTREAL.

for a short spur track runs down from the village. Montpelier is one of the most beautiful towns in New England. It is nestled beneath

high, verdant hills, which stand guard over a refined, cultured, and wealthy community—a community where law and order, peace and prosperity, education and refinement, have ever held sway. The population of the town is about four thousand. It is, as everybody knows, the capital of the State, and until the erection of the new State House at Albany, N. Y., only one other State, Ohio, boasted of so fine a State House as did Vermont. The edifice is built of granite, cruciform in its general plan; 176 feet long, and surmounted by a dome 124 feet high. In the portico, surrounded by Doric columns, stands a marble statue of Ethan Allen, of whose fame Vermont is justly proud. The Pavilion Hotel over-looking Capitol Park, upon which are the State Buildings, commands the most beautiful portion of the town, and is one of the best hotels in New England, being equipped with all the appurtenances essential to a first-class hotel. Extensive piazzas around the house afford delightful promenades and lounging places for summer guests. Few towns in New England can offer so many attractions to the denizen of the city who wishes to secure a quiet, restful, beautiful spot in which to pass his vacation. Its drives are delightful, its scenery entrancing, its people hospitable. It is one of the few places in the

country where one can escape from the horrible "hay fever" with which so many are annually afflicted.

The Winooski Valley, into which the traveler is ushered as he enters Montpelier, is remarkable for its fertility and beauty. The broad, rich meadows, the gradually rising uplands, the verdant



SLIP HILL—MIDDLESEX.

hills, the craggy mountain peaks, form a picture rare, as the sun is seeking his rest and casting his shadows aslant the lovely landscape.

"Each purple peak, each flinty spire,
Is bathed in floods of living fire."

Middlesex.—Before reaching Middlesex, the river, now on the left, falls over a series of rocky ledges, then plunges into Middlesex Narrows, a cañon about a quarter of a mile in length and thirty feet in

814 MILES FROM BOSTON.
290 MILES FROM NEW YORK.
122 MILES FROM MONTREAL.

depth, which has been worn in the slaty rock by the action of the river. Eight miles from Montpelier we halt at



Waterbury, pleasantly situated on a pretty plateau. Camel's

217 MILES FROM BOSTON.
222 MILES FROM NEW YORK.
118 MILES FROM MONTREAL.

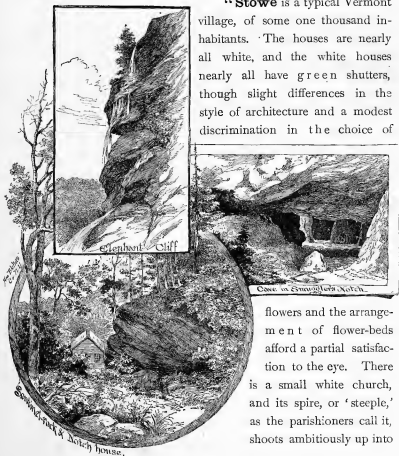
Hump looks over the intervening ridges as we near the station, and assumes an almost human expression, having the outline of a forehead

and nose. The Waterbury Hotel is near the station, and has ample accommodation for a large number of guests. Waterbury is so attractive in its situation and surroundings that many summer tourists make it their headquarters. Mount Mansfield and Camel's Hump, the highest of the Green Mountain peaks, are within easy riding distance, and the whole vicinity is rich with the characteristic scenery of Vermont.

Mount Mansfield, five thousand feet high, is the principal attraction of this region, and is most conveniently reached from Stowe, ten miles north of Waterbury.

"The two hours' drive, especially if one has an outside seat, is no unpleasant experience on a July evening. It is the very heart of the Green Mountains. The road is good; the hills are neither too prolonged nor too abrupt. Enticing trout streams shoot across the way, or ripple along its side. Mount Mansfield and Camel's Hump are seen, now on one hand, now on the other, as we pursue our sinuous course. The farms are neat, orderly, and apparently prosperous.

"**Stowe** is a typical Vermont village, of some one thousand inhabitants. The houses are nearly all white, and the white houses nearly all have green shutters, though slight differences in the style of architecture and a modest discrimination in the choice of

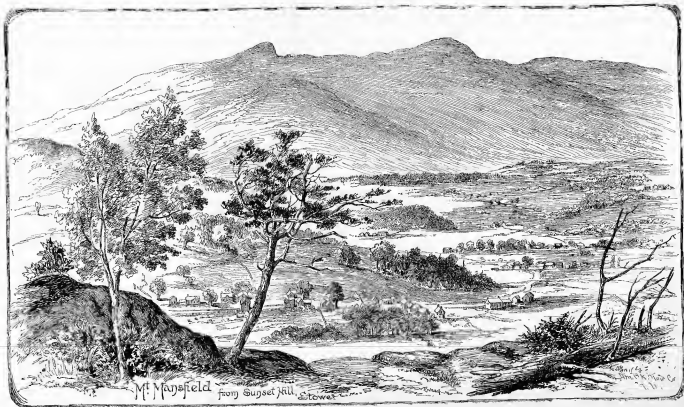


flowers and the arrangement of flower-beds afford a partial satisfaction to the eye. There is a small white church, and its spire, or 'steeple,' as the parishioners call it, shoots ambitiously up into

the clear blue air. The Mount Mansfield Hotel has lately been purchased by a stock company, and will be under an entirely new management. It has been thoroughly renovated, refurnished, and the grounds beautified. The hotel has rooms for 450 guests. They are large, high and cheerful, and are furnished in suites and private parlors. A broad veranda runs nearly the entire length of the front, 300 feet. From "Sunset Hill," a sharp elevation back of the hotel, the village resembles a flock of geese on the wing, the two main streets diverging toward the east and the west, while the apex, where the leader may be imagined, points timidly toward Waterbury on the south. Many other things may also be seen from Sunset Hill. In the rear is the Worcester range; south, Camel's Hump; west, Mount Mansfield itself; and in the intervals, especially toward the northwest, the green valley with its silver streams, its well stocked farms, its neat farm-houses, with their barns and other buildings grouped in little colonies about them. This is, too, a good point from which to begin the work of seeing a man's face in the profile of Mount Mansfield. The features are all there in bold relief—forehead, nose, mouth, lips, chin.

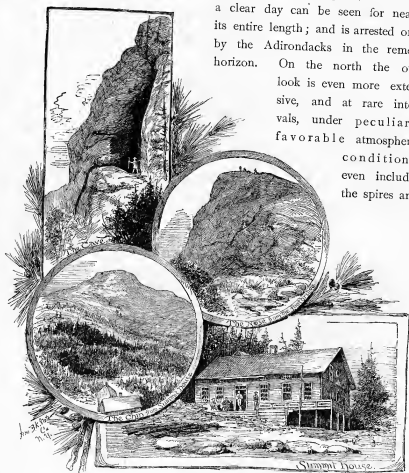
"The distance from Stowe to the summit is about nine miles. For five miles the route follows the ordinary country road through a pleasant valley; then it breaks off into the mountain, and winds about by easy grades to the top. The carriage road has now been open several years, and the ascent can be made in any vehicle with the greatest comfort. The way is thickly wooded—along the lower part with beech, maple, birch and even oak, which, however, gradually disappear until the evergreen varieties alone remain, and these seem ill satisfied with their existence. Shade is therefore abundant and the sun's rays are little felt. Half a mile before the summit is reached the woods open, and the carriage climbs a stiff rocky ledge for the rest of the way. The Nose towers up directly above us, and the other features stretch away in the distance, massive, solemn, and forbidding. The highest point, the Chin, is 4,359 feet above sea-level, and 3,670 above the village of Stowe.

"From the Chin the spectator has one of the most comprehensive, variegated and beautiful views to be found in all New England.



Toward the west, the eye, starting from the base of the mountain, runs over the Winooski Valley, threaded by roads and streams, and dotted with countless white villages, the effect of which is both remarkable and pleasing; takes in Lake Champlain, which on a clear day can be seen for nearly its entire length; and is arrested only by the Adirondacks in the remote horizon.

On the north the outlook is even more extensive, and at rare intervals, under peculiarly favorable atmospheric conditions, even includes the spires and

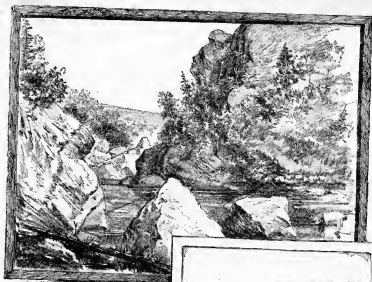


towers of Montreal, one hundred miles distant. Directly beneath and between the first and second chains, lies the Lake of the Clouds; lower down the dark recesses of the Smuggler's Notch, and across this the Sterling Mountains. Moving to the east, the eye falls upon a succession of dark and heavy ridges, thickly wooded, giving and

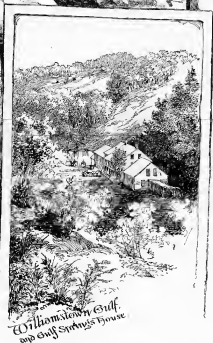
receiving shadows in endless variety ; farther away, the valley of the Connecticut ; and beyond, the White Mountains, Mount Washington itself being sometimes seen, though indistinctly. The picture is completed by Stowe and its neighbors, nestling in the rich valley, and directly south the rival peak of Camel's Hump and the main chain of the Green Mountains. Such is, in general, the scope of the view afforded from Mount Mansfield. The countless details which give it grace, picturesqueness and value cannot even be enumerated, but must be left with the assurance that not one which the imagination could crave will be found wanting by the most exacting lover of nature.

"For loftiness, grandeur and majesty, Mount Mansfield is, of course, inferior to Mount Washington. Its charms are of a more modest nature. But it has, nevertheless, peculiar advantages of its own, which will not escape the eye of discerning visitors, and which will recommend it even above the White Mountains. One of these is the singular extent and freedom of the view which may be had from its summit. Instead of being only one of a vast army of peaks, distinguished from its comrades merely by a slight superiority in height, it is more like an isolated structure rising out of a surrounding plain. In at least two directions, east and west, the landscape is unobstructed for a hundred miles. The country lies spread out, therefore, in a vast plateau, beginning at the very base of the mountain, and enlivened by every element which belongs to a complete picture. The landscape itself is, therefore, an ample reward for the toil and expense of the visit.

"The neighborhood of Stowe affords a multitude of other charming resorts, some of which must at least be mentioned. One of these is the Smuggler's Notch, a narrow pass between Mount Mansfield and the Sterling Mountain. It is supposed to have been used in former times by smugglers, as it is an easy and convenient connection between eastern and western Vermont, and a link in the chain of communication between Montreal and Boston, once an important thoroughfare for contraband traffic. A good road, following the course of a noble trout stream, ends only at the Notch House, a deserted inn at the summit of the pass, and the source of



*Woj's Glen
Cascade*



*Williamstown Gulf
and Gulf Springs House*

the stream, the Mammoth Spring, which is not improperly named. Beyond the house a footpath leads through a succession of mighty boulders which have fallen from the cliffs above, under abrupt precipices which stretch up on either side to appalling heights, and

through damp ravines where the ferns grow in fantastic luxuriance and beauty."—*Harper's Magazine*, Nov., 1883.

"With boughs that quaked at every breath
Gray birch and aspen wept beneath ;
Aloft, the ash and warrior oak
Cast anchor in the rifted rock ;
And higher yet the pine tree hung
His shattered trunk, and frequent flung,
Where seemed the cliffs to meet on high,
His boughs athwart the narrowed sky ;
Highest of all where white peaks glanced,
Where glistening streamers waved and danced,
The wanderer's eye could barely view
The summer heaven's delicious blue ;
So wondrous wild, the whole might seem
The scenery of a fairy dream."

Other attractions are Moss Glen Cascade, only four miles from Stowe ; Gold Brook, a favorite drive ; Morrisville Falls and Johnson Falls, somewhat more distant, and various other choice rural nooks which will well repay a visit. The roads are, for mountain roads, uniformly good, and ladies unaccompanied ride in confidence and safety all over the country.

After our interesting ramble among these By-Ways we take the train at Waterbury, and a five-mile run brings us to

North Duxbury, located in a region thinly inhabited. Just

222 MILES FROM BOSTON.
227 MILES FROM NEW YORK.
112 MILES FROM MONTREAL.

before reaching the station a wild and rocky scene, known as Bolton Falls, opens to the northward. The wagon road from Waterbury to Bolton passes near by, and furnishes a favorite drive for those who are fortunate enough to spend any time in the vicinity. Beyond North Duxbury a constant succession of river pictures may be seen on the south side of the track, while ranges of wild and picturesque rocks rear themselves on the northern side. As the railway approaches

Richmond the country becomes more open, and is evidently

222 MILES FROM BOSTON.
212 MILES FROM NEW YORK.
104 MILES FROM MONTREAL.

richer in agricultural products than the more narrow, though fertile, valleys. Next to St. Albans, it sends to the Boston market the largest quantity of butter and cheese of any town in the State. The town lies just where the Winooski Valley opens into that of Lake Champlain, and combines in a most attractive manner the beauties of mountain and meadow. As the railway leaves the mountains the



view becomes more extended, and from the northern or right hand side of the car the noble outlines of rounded summits can be seen, while on the opposite side the distant Adirondacks soon come in sight, beyond Lake Champlain.

Williston is a farming town. Beyond the station we again cross the Winnooski, and from the bridge obtain a full view of Mount

Mansfield and Camel's Hump. These two mountains are in sight, at intervals, for many miles on this portion of the railroad, and the rather ill-proportioned human profile of the former may be seen to the best advantage.

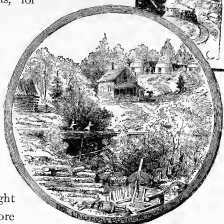
Essex Junction has

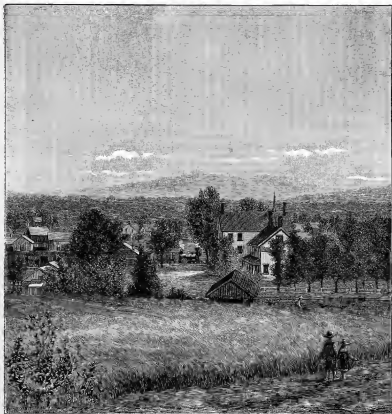
grown up since the railway

connection with Burlington was made, a branch extending eight miles to that city, of which more anon. Leaving Essex Junction, we run through

236 MILES FROM BOSTON.
213 MILES FROM NEW YORK.
99 MILES FROM MONTREAL.

281 MILES FROM BOSTON.
203 MILES FROM NEW YORK.
94 MILES FROM MONTREAL.





MT. MANSFIELD FROM ESSEX.

Milton, a prosperous village situated on the Lamoille River.

228 MILES FROM BOSTON.
919 MILES FROM NEW YORK.
88 MILES FROM MONTREAL.

The Great Falls of the Lamoille are within an easy walk from the railway, and are worthy a visit, though somewhat disfigured by the "improvements" made for the purpose of controlling the water-power. At

Georgia, the railway crosses the Lamoille on a bridge which spans the river at a giddy height. Stage connection is made here for Fairfax, five miles distant. A few minutes later the car door

228 MILES FROM BOSTON.
923 MILES FROM NEW YORK.
79 MILES FROM MONTREAL.

opens, and we are notified that we have reached

St. Albans, where fifteen minutes will be allowed for refresh-

155 MILES FROM BOSTON.
391 MILES FROM NEW YORK.
70 MILES FROM MONTREAL.

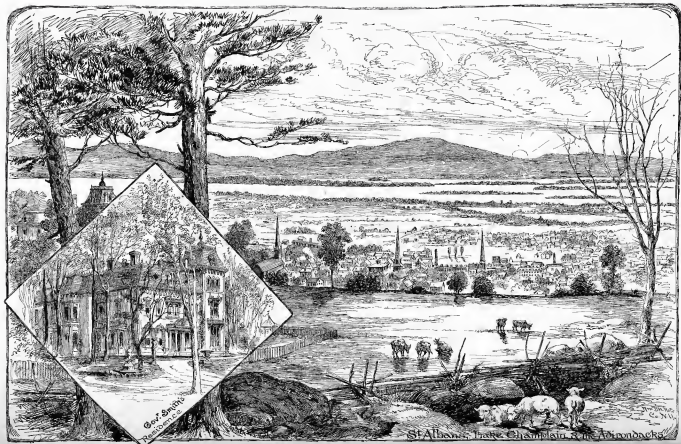
ments. St. Albans is a characteristic Yankee town, having a more cosmopolitan air, however, than most New England villages, due largely to

the fact that the large construction and repair shops are located here. The lower part of the town, in the vicinity of the railway station, is level; but the land soon rises, and the principal business street, with the pleasantest part of the town, is built upon a gently sloping hill overlooking Lake Champlain, which will well repay a visit, being only two and a half miles distant. A couple of blocks from the depot the eye is pleasantly greeted by the spacious and rarely beautiful park which is, very appropriately, the focal part of the town. It is spangled with pathways leading beneath lofty and over-spreading elms almost as dense and shady as those of the storied aisles of classic New Haven. A beautiful fountain, the gift of ex-Gov. J. Gregory Smith, has lately been placed in the park, costing \$7,000, and being the finest in New England. One entire side of the park is faced by three churches, the court house and high school, and above the verdure which seems to fill the village, other spires peep out, proclaiming the healthy morality of the town; the balance of the quadrangle is filled with stores, shops, markets, and one or two hotels sufficiently commodious and well furnished to meet the requirements of the most fastidious.

The healthful climate, the pure air, and the delightful drives render St. Albans an unusually attractive summer resort; and it is safe to say that the admirer of rural loveliness cannot fail of being gratified with the profusion of Nature's beauties everywhere observable in this locality. The private residences (many of them environed with handsome, well-cared for foregrounds) constitute another charm.

All who have visited the place have heard of the magnificent view from Aldis Hill, an elevation near the town. It commands the ranges of the Adirondacks and Green Mountains, and a wide stretch of Lake Champlain. At the hour of sunset, on a calm evening, the beauty of the scene from this hill is entrancing.

Then there is the ride to Bellevue, a winding hillside road, rewarding the gazer, at the top of a neighboring eminence, with one



Gov. Smith's
Residence

St. Albans, Lake Champlain & the Adirondacks

of the most expansive views in the State, one which, as an artist would put it, "composes" well. Not far away the turrets of costly homes stand looking down upon the town, which spreads right and left, with a trio of spires marking the centre. Four miles away Champlain rests placidly, and is lost in the vague northern distance. Far beyond, the gray peaks of the Adirondacks dimly stain the western horizon. What mellow tones and effective neutral tints were revealed the May morning we looked upon this scene!

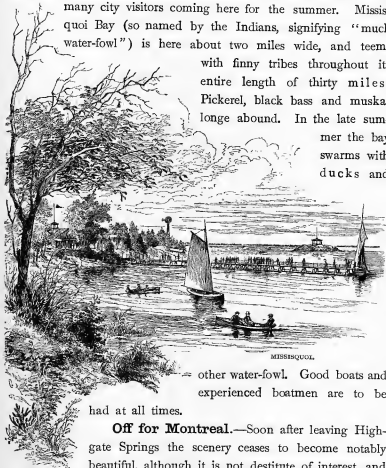
The drive to St. Albans Bay, an arm of the lake, is a matter of but two and a half miles, but may be extended along the bay to Hathaway's Point or the Lake View House. Abundant facilities for fishing may be found here, and piscatorial sport at this point, especially angling for bass and pike, is a matter of fame among those who love the rod and reel, the locality being known to them as the Great Back Bay.

Taking the train of the Missisquoi Railroad, a run of nine miles from St. Albans brings us to Congress Hall, Sheldon Springs, whose waters have effected so many noted cures of obstinate and chronic diseases. In front of

Congress Hall flows the Missisquoi River—the largest river in Vermont—and at this point is found a succession of falls, in all 119 feet. When at full banks it is an imposing stream, and even at its lowest state the murmuring of the falling water is distinctly heard. From the piazzas of the house, a long stretch of the summits of the Green Mountains are visible, although nowhere nearer than twenty miles. Lake Champlain, from Burlington to Canada is seen, and far across the lake the Adirondacks lift their heads, while the spires of Montreal may be plainly distinguished towards the north. The pure mountain air of this region, laden with the balsamic odors from the many pine and hemlock trees which grow far and wide on either bank of the river, makes Congress Hall a resort especially adapted for persons threatened with throat or lung diseases. Sufferers from Hay Fever, who have lived at the seaside many seasons without permanent benefit, find certain relief here. Returning to St. Albans we pursue our journey northward.

Highgate Springs.—The springs at this station are within a few rods of the railway, and one is tempted to try and taste the waters while the train is waiting. The Franklin House is an excellent

hotel, and the vicinity of the springs makes it a very pleasant resort, many city visitors coming here for the summer. Missisquoi Bay (so named by the Indians, signifying "much water-fowl") is here about two miles wide, and teems with finny tribes throughout its entire length of thirty miles. Pickerel, black bass and muskallonge abound. In the late summer the bay swarms with ducks and



MISSISQUOI.

other water-fowl. Good boats and experienced boatmen are to be had at all times.

Off for Montreal.—Soon after leaving Highgate Springs the scenery ceases to become notably beautiful, although it is not destitute of interest, and occasionally a pretty stretch of country repays the watchful traveler. Entering the Victoria Bridge, but little can be seen excepting iron plates and braces, until after the space of six or ten minutes the train emerges from the western end of the bridge, and, following a descending grade, soon reaches the level of the streets, and in a



FRANKLIN HOUSE
HIGHGATE SPRINGS

Am. Bk. Pub. Co. N.Y.

few minutes enters the Montreal Depot. The Victoria Bridge is nearly two miles long. It is built on the tubular plan, and rests on two abutments and twenty-four piers. It cost \$6,300,000.

A delightful excursion may be made by going to Montréal over a longer and more delightful route. Instead of proceeding to St. Johns, and over the Victoria Bridge, we go via the Ogdensburg & Lake Champlain Railroad. The first village we come to is

Swanton, a pleasant village of upwards of two thousand inhabitants, situated near the Missisquoi River, which supplies water-power for several wooden-ware factories.

274 MILES FROM BOSTON.
240 MILES FROM NEW YORK.
61 MILES FROM MONTREAL.

Alburgh Springs are on a peninsula between Missisquoi Bay and Lake Champlain, near the outlet of the latter. There is a large hotel at this place, and the renowned Lithia Springs, which attract large numbers of visitors from all parts of the country. Extensive accommodations are provided for hot and cold mineral baths. There are also pleasant drives, good fishing, and charming lake scenery in all directions. Seven miles farther west is

281 MILES FROM BOSTON.
247 MILES FROM NEW YORK.
57 MILES FROM MONTREAL.

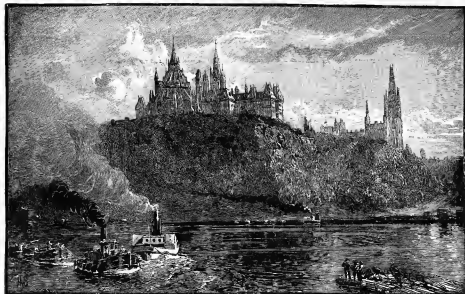
Rouse's Point, situated at the north end of the lake, and commanding many fine views, embracing numerous islands and points of land. A very commodious hotel, the Windsor, has recently been built here near the lake shore, and the opportunities afforded for fishing, yachting, and driving has made this place one of the most attractive resorts in northern New York.

288 MILES FROM BOSTON.
254 MILES FROM NEW YORK.
58 MILES FROM MONTREAL.

Ottawa, the capital of the Dominion of Canada, may be reached from Rouse's Point by a short ride over the Canada Atlantic Railway. Passing through one of the richest agricultural districts in Canada, a rapid ride brings us to Valleyfield, a prosperous manufacturing town on the St. Lawrence River, at the head of the Coteau Rapids. Crossing the Beauharnois Canal, on an iron bridge, we skirt the shores of Clark's Island for a short distance, reaching the wharf on the north side of the island, and are conveyed across the river to Coteau by the powerful transfer steamer of the Canada Atlantic Railway. Continuing west, through pungent pine forests, interspersed by stretches of cultivated fields, we pass Eastman's

Springs, which are rapidly growing in popular favor, and the rivals of the famous Caledonia Springs. Eleven miles beyond, we cross the Rideau Canal and reach the banks of "Utawa's tide."

Ottawa is second to no city in Canada in natural charms, and is becoming every day more important as the capital of the great territory of British North America, now organized under the Government of the Dominion of Canada. In 1866 the British North American Act established the constitution of Canada in its present form, and fixed the capital permanently at Ottawa. The



PARLIAMENT BUILDINGS, OTTAWA.

Government Buildings at that city, begun in 1860, for Upper and Lower Canada, were utilized for the new Government, and with the additions and improvements, together with the grounds, have cost \$5,000,000. There are three of them, forming a national monument of which Canadians may well be proud. Each of them is a magnificent pile, the centre building in particular, being one of the finest, outside and in, on this continent. The style of architecture is Gothic, of the 12th century, with some modifications to suit the climate. The materials are a cream-colored sandstone, with arches

of red sandstone, from Potsdam. The Senate Chamber, in which is the throne occupied at the opening of the session by the Vice-Regal Representative of Her Majesty, and the Hall of the House of Commons, besides their great beauty, furnish an instructive and interesting lesson, on account of their close resemblance to the English arrangements. The Library, in a unique and exquisite building attached to this structure, is of great value and importance, and contains 200,000 volumes. The Post Office, the churches, the Dufferin and Sapper's bridges, and the City Hall also ornament and beautify the city, and enhance the work of nature in this favored spot. The city stands on a plateau of horizontally stratified rocks, which rise one hundred feet precipitously from the river. The scenery in every direction from the city is grand and impressive. The Ottawa River trends west in a dark blue line, its shore lined with dense pine forests, the Laurentide Mountains rising from its banks and stretching away to the north until their craggy heights are lost in the hazy distance. To the east the roar of Chaudiere Falls rises deep and sullen above the din and noise of the many mills which crowd the river's banks. Southward, the Rideau Canal cuts through the city, while westward a pleasing landscape greets the eye. The Chaudiere Falls, two hundred feet wide and forty deep, are excelled only by Niagara, and furnish unlimited power for manufacturing purposes. Ottawa has a population of about 40,000, and is the centre of an enormous lumber trade. The hotels are good, the Russell House being one of the finest in Canada.

As we pass west from Rouse's Point, over the Ogdensburg & Lake Champlain Railroad, space permits mention of a few places only: Champlain, on the Great Chazy River, has good water-power and navigation to Lake Champlain, to which it chiefly owes its prosperity. Chateaugay is an interesting place, from its extended views, its proximity to Chateaugay Lake—the source of the river of the same name—and that portion of the North Woods known as the Chateaugay Woods. There are also very interesting springs, falls, and picturesque scenery near, including the wonderful

Chateaugay Chasm, which bids fair to outrival Watkin's Glen and Ausable Chasm; it is located only two miles from the



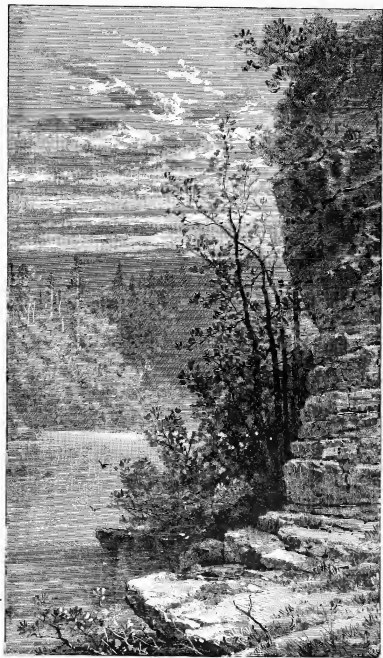
CHATEAUGAY CHASM.

station, and well repays a visit. The stream has for centuries been wearing its way into the soft sandstone, assisted by the ice and frost, and now it has cut through the solid rock, making a chasm some 200 feet deep and not over thirty feet wide. A view of the chasm by moonlight is most impressive. The moon shines down on the walls of the chasm on one side, and on the water of the falls, while the other wall stands in shadow. In the spray dashed up from the cascade a lunar rainbow is formed. The perfect silence, except the roar of the falls, the bright moon shining on the water, the green ferns, vines and foliage on the rocks, and the rocks themselves, towering above, form one of the grandest and most beautiful of Nature's paintings. A good hotel has recently been built within a few rods of the entrance to the chasm.

Malone is the county town of Franklin County, on the Salmon River. It has beautiful streets and handsome public and private buildings. The Franklin Academy is here. The railroad depot is a large and handsome brick structure, and the hotel is fine and well kept. Meacham Lake and hunting-grounds are easily reached from Malone.

Moira, fifteen miles farther west, is the junction of the Northern Adirondack Railroad, recently constructed, and reaching into the heart of the Great Adirondack Wilderness. The road runs southeast through Dickinson, St. Regis Falls, Santa Clara, and Spring Cove to Paul Smith's Station, only seven miles from the noted resort bearing the same name, to which daily stages are run.

Paul Smith's stands on the north side of the Lower St. Regis Lake. The veteran proprietor came here in 1861, and built a small house among the pines for the accommodation of sportsmen; but his enterprise gave him a rapid growth in business, until it has reached its present remarkable proportions. The present house is four stories high, luxuriously furnished, many rooms being *en suite*, and accommodates nearly 300 guests. A facetious writer has said that "Paul Smith's is a surprise to everybody; an astonishing mixture of fish and fashion, pianos and puppies, Brussels carpeting and cowhide boots. Surrounded by a dense forest; out of the way of all travel save that which is its own; near the best hunting and



fishing grounds ; a first-class watering-place hotel, with all the modern appliances, and a table that is seldom equaled in the best of city hotels, set right down in the midst of a 'howling wilderness.' Around the house the timid deer roam ; within, they rest. Out on the lake the theoretical veteran casts all manner of flies ; in the parlors the contents of huge Saratoga trunks are scientifically played, and nets are spread for a different kind of fish. Poodles and pointers, hounds, setters, dandies, and others of the species are found. Feathers and fishing rods, point lace and pint bottles ; embryo Nim-rods—who never knew a more destructive weapon than a yard-stick—hung all around with revolvers and game-bags and cartridge-pouches and sporting guns that are fearfully and wonderfully made, and which would take a first-class engineer to work ; for you must know that here danger is to be faced, that even the ladies bare arms, and are said at such times to be very dangerous sportsmen indeed."

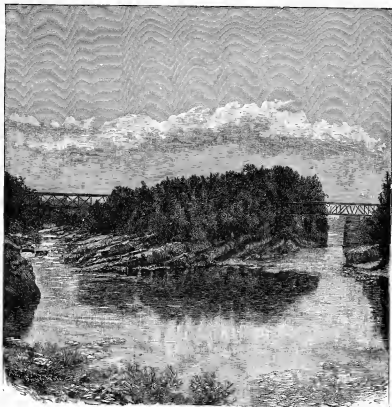
A telegraph line has been brought into this wilderness for the express use of this house. The Lower St. Regis Lake is about two miles long by one broad, and discharges west through the middle branch of the St. Regis River. It is about 1600 feet above tide, and the surrounding country is diversified by a multitude of small lakes and ponds. St. Regis Mountain, toward the west, the ascent of which constitutes a very pleasant day's excursion from the hotel, yields a remarkably fine sight, upward of fifty distinct lakes and ponds being visible. Prospect House on Upper Saranac Lake, and Saranac Lake House on the Lower Lake, are reached from this place by daily stages, Whiteface being east, and Ampersand, Seward, Marcy, and a host of others lying toward the southwest from these lakes.

Brasher Falls is the station nearest to Massena Springs, five miles distant, to which stages run from Dunton's Hotel twice daily, Sundays excepted, during the pleasure season. Massena Springs is a popular resort. The water is sulphurous in character, and possesses valuable medicinal properties. The village is neat, and in the season of pleasure travel is gay and lively with guests. There are several springs, of which St. Regis is the chief. At

Norwood the Potsdam branch of the Rome, Watertown &

Ogdensburg Railroad diverges for Rome and all points south and west. Potsdam is four miles south of the junction.

Ogdensburg, on the St. Lawrence River, at the mouth of the Oswegatchie River, is a town of about twelve thousand inhabitants, a United States port of entry and delivery, and a town of great commercial importance. It is handsomely laid out on a hillside and plateau, just at the mouth of the Oswegatchie, whose waters drive the machinery of its factories and mills. Its custom-house and post-office, built of Ohio sandstone at a cost of \$200,000, is a fine structure. The city has many fine private residences along the east bank of the Oswegatchie. The main street is lined with well-built stores, banks, and public buildings. The business of the place is large. A steam ferry connects the city



TWIN BRIDGES, WINOOSKI

with Prescott, on the opposite shore of the River St. Lawrence, and with the Grand Trunk Railroad and the St. Lawrence & Ottawa Railway. Steamers of the Richelieu & Ontario Navigation Company run up the St. Lawrence to the Thousand Islands, Clayton and Toronto, and down the rapids of the St. Lawrence to Montreal and Quebec, connecting with the Ogdensburg & Lake Champlain, and the Rome, Watertown & Ogdensburg Railroads, and with trains of the Utica & Black River Railroad for Watertown, Lowville, Trenton Falls, Utica, etc.

After our run down the rapids of the St. Lawrence to Montreal we retrace our steps over the Central Vermont. Instead of returning by the route traveled on the outward journey, let us branch off at Essex Junction, and, using the Central Vermont's Rutland Division, take a hasty glance at another chain of the Green Hills. A few minutes' ride from Essex Junction brings us in view of the famous Winooski Gorge, which may be partially seen on our left, but bursts into full view as we shoot out upon the first of the two bridges by which it is spanned. The scenery is exceedingly wild and picturesque; the walls of the Gorge are three hundred feet apart and about one hundred high, and are cut into many fantastic forms and shapes by the erasive action of the turbulent river.

Winooski is a prosperous manufacturing village. Winooski

236 MILES FROM BOSTON.
322 MILES FROM NEW YORK.
99 MILES FROM MONTREAL.

Falls have some celebrity as one of the curiosities of the neighborhood, and are often visited by tourists stopping at Burlington. South of

Winooski, on a hill, may be seen the granite column which stands over the grave of Ethan Allan.

Burlington was incorporated a city in 1866. It is delight-

234 MILES FROM BOSTON.
320 MILES FROM NEW YORK.
101 MILES FROM MONTREAL.

fully situated on a hill, which rises from the shores of Lake Champlain, and commands a wide view of water and landscape. It is now

the third lumber mart in the country, and the business is constantly increasing, large quantities being brought from Canada and the Lake shores, and shipped by rail to various markets. In the centre of the city is a large public square containing a fountain and shade trees. Near by are the Custom-House, City and County

Buildings, banks, and other business offices. The Van Ness and American Houses, on the southwest corner of the square, are reputed to be the most convenient and thoroughly appointed houses in Vermont. They contain very commodious sleeping rooms, with private parlors and other modern conveniences. The views from the hotel are rich and charming.

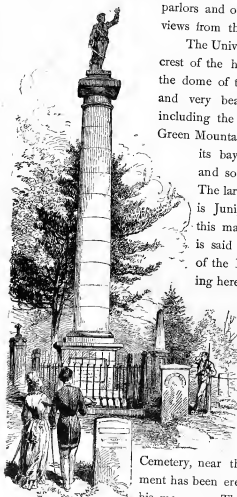
The University of Vermont stands on the crest of the hill overlooking the city. From the dome of the chief building an extensive and very beautiful view may be obtained, including the ranges of the Adirondack and Green Mountains, while Lake Champlain, with its bays and islands, stretches north and south as far as the eye can reach.

The large island in front of Burlington is Juniper Island. To the south of this may be seen Rock Dunder, which is said to have excited the suspicions of the British Commodore, while cruising here during the war with England,

to such an extent that he opened fire upon it. Colonel Ethan Allen, the gallant Vermonter, who, with his Green Mountain boys, rendered such service during the Revolution, was often in Burlington while living, and now lies in the Green Mountain

Cemetery, near the city, where a granite monument has been erected by the State to perpetuate his memory. The scene, late in the afternoon,

when the shifting hues of the sunset sky, and the more varied hues of the lake below, as orange changes to gold, and gold to crimson, and crimson to purple, and this to brown and dark gray and blue—all colors so shaded and intermingled that none can



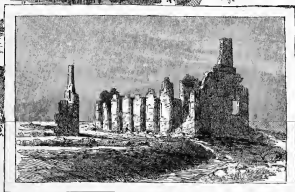
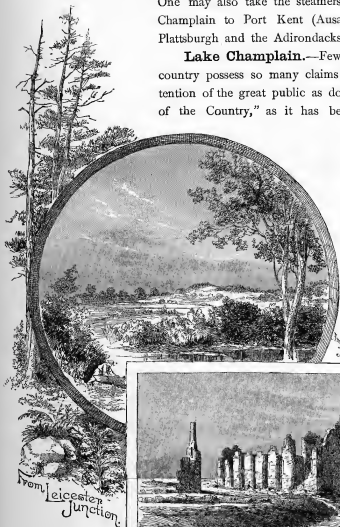
be said to prevail alone—presents a view full of delight to the lover of nature.

In the country surrounding the city there are many romantic drives and walks; those leading along the Winooski River and to Shelburne Point and Harbor are, perhaps, the most attractive. Mallett's Bay, eight miles distant, is a beautiful sheet of water.

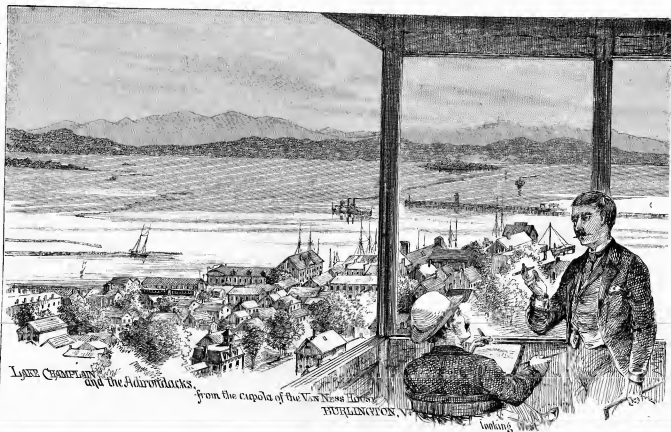
One may also take the steamers across Lake Champlain to Port Kent (Ausable Chasm), Plattsburgh and the Adirondacks.

Lake Champlain.—Few lakes in the country possess so many claims upon the attention of the great public as does "the Gate of the Country," as it has been poetically

designated by the early tribes of Indians who lived on its shores. Before the Dutch had commenced their settlements upon



Ruins of Old Fort Ticonderoga.



Lake Champlain
and the Adirondacks.

from the cupola of the Van Ness House

BURLINGTON, VT.

looking West

the Island of Manhattan, or Hendrick Hudson had discovered the noble river which bears his name; before the Mayflower, with her cargo of Puritans, had landed at Plymouth, the western borders of Vermont had been discovered and the waters of Lake Champlain had been explored by Samuel de Champlain. It is about 125 miles long, and varies from a few rods to thirteen miles in width. This channel thus opened formed the great highway between the Algonquins and Iroquois, as well as for the French and English, between Montreal and Fort Orange (Albany), and for a century and a half after became the theatre of the most savage and cruel wars between the Indian tribes; and some of the most bloody battles recorded in American history, between the French and English, were waged near these waters, long before the struggle of the Colonies for their independence had commenced. It was also the scene of several engagements during the war of 1812, the most important being the battle of Plattsburg, which was fought September 11th, 1814. The scenery is grand and peaceful, and to the disciple of old Izaak Walton it probably possesses more attractions than any other lake in the country. Its waters fairly teem with black bass, pickerel, pike, perch, and other families of the finny tribe.

Leaving Burlington by rail, charming meadow and mountain views from the east side of the cars are worthy the pencil of any artist, while on our right are the waters of the lake. Passing rapidly southward we reach

Vergennes, the oldest city in Vermont, and the smallest.

212 MILES FROM BOSTON.
270 MILES FROM NEW YORK.
123 MILES FROM MONTREAL.

It was incorporated a city in 1788, and is a little more than a mile square. It is situated on Otter Creek at the head of navigation.

Vessels of 300 tons can lie almost alongside the bank anywhere below the city. It was here that Commodore McDonough's fleet fitted out during the war of 1812, and a United States arsenal is located here. At

New Haven we can take the stage for Lincoln and Bristol,

202 MILES FROM BOSTON.
274 MILES FROM NEW YORK.
125 MILES FROM MONTREAL.

the latter a thriving town of about fifteen hundred inhabitants, five miles to the northeast. It is situated in the midst of a rich agricultural

district, and is yearly growing in importance and wealth.

Middlebury is pleasantly situated on the Otter River, and is made famous by Middlebury College, erected in 1800. The standard of the college, which is in "Orthodox" hands, is very high. A little

200 MILES FROM BOSTON.
215 MILES FROM NEW YORK.
135 MILES FROM MONTREAL.

farther southward, at

Leicester Junction, the Addison division branches to the west, crossing Lake Champlain by a bridge near the ruins of Fort Ticonderoga. The village of Ticonderoga is two miles from the station.

105 MILES FROM BOSTON.
225 MILES FROM NEW YORK.
147 MILES FROM MONTREAL.

Stages leave the station on arrival of trains for Rogers' Rock Hotel, on Lake George, six miles distant. From

Brandon we take a stage for Lake Dunmore, one of the most delightful resorts in the State. It is five miles long, one mile wide, and covers a territory of about fourteen hundred acres, at an altitude of

155 MILES FROM BOSTON.
245 MILES FROM NEW YORK.
103 MILES FROM MONTREAL.

350 feet above the level of the sea. During the ride from Brandon we are rewarded by many glimpses of charming woodland scenery. The lake itself is second only to Lake George in picturesque beauty. The western shores, where the hotel stands, are surrounded by undulating meadows and wooded hills, while two or three spurs of the Green Mountains rise to a height of fifteen hundred or two thousand feet on the eastern side. These hills are accessible by pedestrians or on horse-back, and from their summits extended views of the surrounding country are obtainable. The pure mountain air, the the restful shade of the groves, laden with resinous odors from the pine and hemlock forests which grow far and near, and the peaceful quiet which pervades the neighborhood have for many years made this a favorite resort for many Boston, New York and Philadelphia families.

"The balmy sigh
Which vernal zephyrs breathe in evening's ear,
Were discord to the speaking quietude
That wraps this moveless scene. Heaven's ebony vault,
Studded with stars unutterably bright,
Through which the moon's unclouded grandeur rolls
Seems like a canopy which Love has spread
To curtain her sleeping world. Yon gentle hills,
Robed in a garment of unchanging green;
Yon darksome rocks, yon glittering stream:



LAKE UMBAGOG

Wm. D. White Co. N.Y.

"All form a scene
Where musing solitude might love to lift
Her soul above this sphere of earthliness;
Where silence undisturbed might watch alone,
So clear, so bright, so still."

After leaving Brandon the country soon shows signs of those rich deposits of marble which have enriched this section of the State. Passing Pittsford, we find the first extensive quarries at

Sutherland Falls, where mills have been erected and many

173 MILES FROM BOSTON.
234 MILES FROM NEW YORK.
153 MILES FROM MONTREAL.

quarries are worked. The first marble quarry was opened at Dorset, in 1785, six years before the State was admitted into the Union.

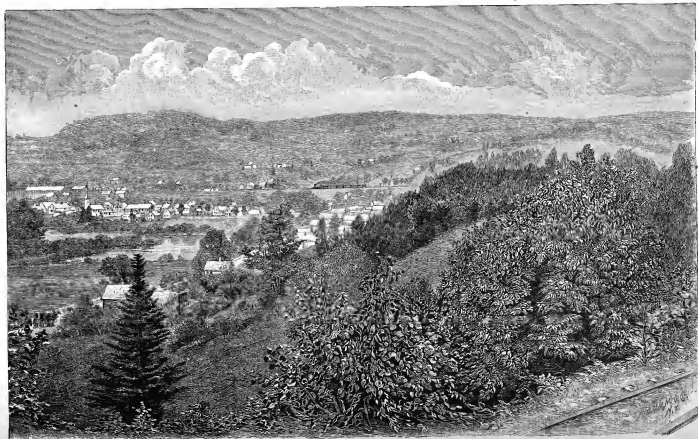
People came hundreds of miles to get the crude slabs for fire-place stones and other domestic uses. In 1808 a second quarry was opened, and subsequently many others, including those of Sutherland Falls, West Rutland and Centre Rutland. The channeling process, now familiar to mining engineers, was introduced in 1841; the first derrick for hoisting the blocks, in 1848; the first tunneling, in 1859. In 1818 the first attempt at sawing marble was made, but it was many years before the experiment proved successful. Of the town of

Rutland, some patriarch who should die now might say that

167 MILES FROM BOSTON.
233 MILES FROM NEW YORK.
171 MILES FROM MONTREAL.

he found it brick or frame and left it marble.

The chaste, cold, and glossy stone is almost oppressively plenty in this busy, thriving village, and meets the eye in a multitude of forms and uses—buildings, pavements, walls—besides interior decoration and furnishing. Rutland is in fact its own best advertisement of its leading industry. To use the language of the exchange, its leading capitalists are already "in marble" before their death, and without the aid of the sculptor. To give an idea of the extent to which the marble interest engrosses the capacity and the resources of the neighborhood, we need only state that from fifteen to twenty quarries are being vigorously worked. The most important quarries and works are situated north and west of the town itself. Continuing our journey in a southeasterly direction and passing through the Clarendons (north and east), we pause a moment at



LUDLOW.

Cuttingsville to visit "Lucy's Cave." This cave is in one of the Shrewsbury Mountains. The entrance is near the top of the mountain, and is about four feet across, the cave descending almost perpendicularly to an unknown depth. There is a legend regarding buried treasure connected with this cave, and some years ago, "Sleeping Lucy," in a trance, gave a vivid description of the place and its surroundings, saying she saw treasure in the shape of Spanish silver dollars. Search for the treasure has been made at different times, and many of the old residents still believe in her "prophecy." On we go, through East Wallingford and Mount Holly towards the summit of the western range of the Green Mountains. The scenery is varied, picturesque, lovely. The mountains close in gradually on either side as we mount higher and higher. Finally dashing through a rocky defile—where the road-bed has been cut through the solid rock which rise perpendicularly from fifty to one hundred—at an altitude of 1361 feet above the sea, we commence our descent towards Bellows Falls.

Ludlow, a neat, prosperous village on our left, is situated on the banks of the Black River, in a fertile valley surrounded by high bleak hills, its pretty white houses, ornamented with green blinds, speaking of comfort and thrift, the village forms one of the fairest pictures in Vermont scenery. Another short run through Proctorsville, Cavendish, Gassetts, Chester and Bartonville, and we arrive at Bellows Falls, the terminus of the Central Vermont Railroad. Here connection is made via the Cheshire and Fitchburg Railroads for Boston.

155 MILES FROM BOSTON.
202 MILES FROM NEW YORK.
210 MILES FROM MONTREAL.

141 MILES FROM BOSTON.
247 MILES FROM NEW YORK.
195 MILES FROM MONTREAL.



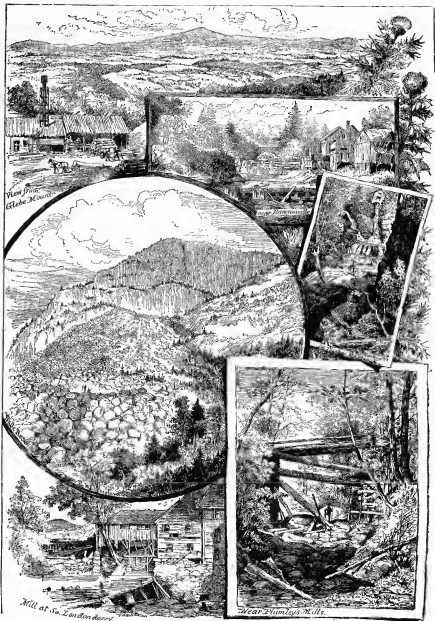
BRATTLEBORO & WHITEHALL DIVISION.

THE Brattleboro and Whitehall Division extends from Brattleboro to South Londonderry, Vt., thirty-six miles. It is built along the bottom of a ravine in which there is barely room for the stream. The road, in many places, has been blasted out of the mountain side, and a fringe of trees, left at the water's edge, throw deep shadows across the bed of the West River, while, beyond the vista thus formed, many a bright bit of rustic scenery stands out in strong relief. It would be tedious to attempt to describe the beauties of this charming gorge, which in every rod of its devious ascent presents new and attractive features that bring forth some exclamation of surprise, admiration, or wonder. Long before the end of the road is reached our stock of expletives is exhausted; and, as we realize the beauty and extent of the scenes through which we have passed, silence seems the only way of expressing the rapture with which we are filled.

Not far distant is a spot known as the "Devil's Den." Climbing a ledge of bold, overhanging rocks, covered with the primeval forest, we look down into a chasm several hundred feet in depth, whence we see the tops of trees which have never heard the sound of woodman's axe; and thence up and away across a wide expanse of landscape, embracing extensive mountain ranges. It is indeed a wild and romantic spot.

A writer in *Outing* thus describes the view from the summit of one of the mountains near South Londonderry at an altitude of nearly 3000 feet above the sea level:

"If one can imagine himself upon the top of an immense wave in mid-ocean, surrounded on all sides by the swelling forms of



View from
Globe Mountain

Mill at St. Leonard's

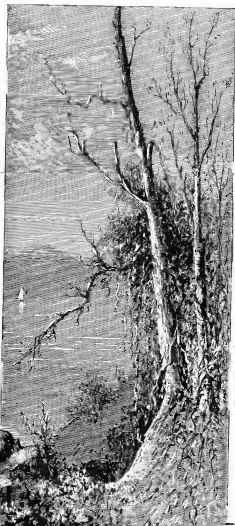
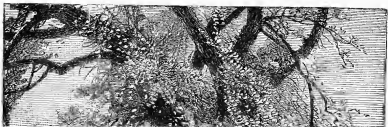
Near Humley's Mills

storm-vexed billows—and if those forms could be suddenly congealed or rendered motionless—he would have an adequate conception of the scene upon which our trio admiringly gazed. Away off to the north the range, upon one of the spurs of which they stood, trended away in ever changing and varied shapes, until the more distant peaks melted tenderly into the cool grays of the clouds, and it became a matter of discussion which was vapor and which solid earth. To the east the undulations were less abrupt, but the eye wandered over the contour of the billowy ranges, resting at last upon the far distant horizon, where the peaks of the White Mountains cut the sky-line and stood plainly relieved against the azure of the heaven above. Looking southward, the landscape gradually assumed a more pastoral appearance, the extreme distance being bounded by the Holyoke range, sixty miles away; while, westward, the Green Mountains surged and swelled in rocky waves, peak rising above peak, range above range, culminating against the shadowy Adirondacks, whose rugged outlines alone separated them from the blue ether about them. The middle distance in each view was made up of

‘ Hills rock-ribbed and ancient as the sun,
With vales stretching in pensive quietness between
Venerable woods—rivers that
Moved in majesty, and complaining brooks
That made the meadows green,’

with here and there the bright sheen of a silver lake, the taper spire of a village church, or the lazily ascending smoke of a rustic factory.”

In concluding this hasty record of a trip among the Green Mountain By-Ways, I would only add that to the angler, or the man or woman seeking after rest and retirement from the bustle, confusion and fashion of the city, the Central Vermont Railroad offers superior inducements. Excellent fishing, quiet, peaceful repose, delightful scenery, healthful food, bracing, stimulating air—in fact, every desideratum for a summer's vacation can be found along the line of this Railroad, its leased lines, and its many connections. In respect to diversity and beauty of scenery, this road is unexcelled by any in this country.



FISH AND GAME LAWS

OF VERMONT.

The following is a synopsis of the Game and Fish Laws of Vermont.

Game may be killed in Vermont only during the seasons stated below :

GAME.

It is unlawful to take or kill a wild deer within the State prior to the 1st of November, 1890.

Mink, Beaver, Fisher, or Otter, between November 1st and April 1st following ; Woodcock, Quail, or Ruffed Grouse (partridge), between September 1st and February 1st following ; Wild Ducks and Geese, between September 1st and May 1st. Persons who shall at any time take or destroy the eggs of any of the above-named birds, or take such birds by means of a snare, net, or trap, are liable to a fine of ten dollars. It is unlawful to shoot or destroy a Robin, Blue-bird, Yellow-bird, Cherry or Cedar bird, Cat-bird, King-bird, Sparrow (English Sparrows not included), Lark, Bobolink, Thrush, Chickadee, Peewee, Wren, Warbler, Martin, Swallow, Night-hawk, Whip-poor-will, Ground-bird, Linnet, Plover, Tattler, Phoebe, Creeper, Bunting, or Humming-bird, or destroy the eggs or nests of such birds.

FISH.

Black Bass, Wall-eyed Pike, or Pike Perch may be caught between June 15th and February 1st following ; Trout, Land-locked Salmon, Salmon-trout, or Longe, between May 1st and September 1st following ; White-fish, or Lake Shad, between November 15th and November 1st following. The law further provides that Black Bass less than ten inches long shall be at once returned to the water and set free therein. Fishing with pound-net, trap-net, set-net or device other than hook and line, or angling, is unlawful.

STRAY NOTES

ON THE

FLORA, GEOLOGY AND MINERALOGY

OF VERMONT.

BOTANY.

A FEW OF THE PLANTS FOUND IN VERMONT.

"The fields, meadows, and groves of Vermont afford a flora of very great richness and beauty, interesting to every one who loves flowers and plants, but especially so to the scientific botanist, who not only admires the outward form and beauty of a plant, but derives a deeper joy from an investigation of its mode of growth, structure, and economy."

BOTANICAL NAMES.	COMMON NAME.	WHERE FOUND.
<i>Abutilon Avicennæ</i>	Velvet Leaf.....	Common in waste places.
<i>Acorus Calamus</i>	Sweet Flag.....	Common on margins of rivulets and in swamps.
<i>Adiantum pedatum</i>	Maiden-hair Fern.....	Common in damp woods.
<i>Adlumia cirrhosa</i>	Mountain Fringe.....	In rocky ravines—rare.
<i>Ampelopsis quinquefolia</i>	Woodbine.....	Common in woods.
<i>Anemone</i>	Wind-flower.....	
<i>" cylindrica</i>	Long-fruited flower.....	Sparingly in sandy or dry wood in many localities.
<i>" multifida</i>	Many-cleft flower.....	Common near Burlington.
<i>" nemorosa</i>	Wind-flower.....	Common in open woods and copses in southern Vermont.
<i>Aquilegia Canadensis</i>	Columbine.....	Common on the rocks.
<i>Astragalus Robbinsii</i>		Found only at High Bridge, in the Wincooski River.
<i>Barbarea vulgaris</i>	Winter Cress.....	Meadows and roadsides—rather common.
<i>Betula papyracea</i>	Paper or Canoe Birch.....	Common.
<i>Calla palustris</i> ..	Calla.....	Swamps—common.
<i>Caltha</i> ".....	Marsh Marigold.....	Common in wet meadows and swamps.
<i>Calypso borealis</i>	Calypso.....	In swamps—very rare.
<i>Campanula</i>	Harebell.....	
<i>" rotundifolia</i>		Rocky, shaded banks—common.
<i>" rapunculoides</i>		Brandon.
<i>Camptosorus rhizophyllus</i>	Walking Fern.....	Common.
<i>Carya alba</i>	Walnut.....	Most common near Lake Champlain.
<i>Castilleja pallida</i>	Painted Cup.....	North side of Mt. Mansfield.
<i>Celastrus scandens</i>	Climbing Bittersweet.....	Common along streams and in thickets.
<i>Clematis</i>	Virgin's Bower.....	
<i>" verticillaris</i>		Rocky places in mountains.

BOTANY—Continued.

BOTANICAL NAMES.	COMMON NAMES.	WHERE FOUND.
<i>Clematis viorna</i>.....	.....	Castleton, near Brattleboro.
" <i>Virginiana</i>.....	.....	Common in damp thickets.
<i>Composita asplenifolia</i>	Sweet Fern.....	Common on dry soil.
<i>Copis trifolia</i>	Goldthread.....	Common in clearings and edges of groves.
<i>Epigaea repens</i>	Trailing Arbutus, Mayflower..	Common in sandy woods, and sometimes on rocky soil, especially in the shade of pines.
<i>Eucnymus atropurpureus</i>	Burning Bush.....	Found wild in some parts of the State.
<i>Gaultheria procumbens</i>	Creeping Wintergreen.....	Common in cold, damp woods, most in shade of evergreens.
<i>Gentiana crinita</i>	Fringed Gentian.....	Damp meadows.
" <i>amarella</i>.....	.....	Smuggler's Notch.
<i>Geranium maculatum</i>	Cranesbill.....	Common.
" <i>dissectum</i>	Cut-leaved Cranesbill.....	Hills near Castleton.
<i>Gerardia flava</i>	Foxglove.....	Open woods in southern part of State.
<i>Hedeoma pulegioides</i>	Pennyroyal.....	Common in dry fields.
<i>Hudsonia tomentosa</i>	Hudsonia.....	Colchester Point.
<i>Houstonia carulea</i>	Forget-me-nots.....	Common.
<i>Iris versicolor</i>	Blue Flag.....	Common.
<i>Juglans cinerea</i>	Butternut.....	Common over entire State.
<i>Liriodendron tulipifera</i>	Tulip Tree, White Wood.....	Southern part of State.
<i>Leucanthemum vulgare</i>	Daisy.....	Very common.
<i>Linum Virginianum</i>	Flax.....	Dry woods, Pownal.
<i>Lonicera parviflora</i>	Honeysuckle.....	Rocks on shores of Lake Champlain.
" <i>caerulea</i>.....	.....	Mountains and swamps.
<i>Lupinus perennis</i>	Lupine.....	Common on sandy soil.
<i>Lycopodium Selago</i>	Ground Pine.....	Mountain summits.
" <i>imundatum</i>	" ".....	Sterling Pond.
" <i>dendroideum</i>	" ".....	Woods.
<i>Mentha viridis</i>	Spearmint.....	Common in wet places.
" <i>piperita</i>	Peppermint.....	On low ground and along banks.
<i>Meililotus alba</i>	Sweet Clover.....	Common.
<i>Medicago lupulina</i>	Black Medick.....	So. Hero—rare.
<i>Monarda fistulosa</i>	Wild Bergamot.....	Dry woods—rare.
<i>Nuphar advena</i>	Yellow Pond-lily.....	Common in still or stagnant water.
" <i>pumilum</i>	" ".....	Lake Champlain, near Burlington.
<i>Nymphaea odorata</i>	Water-lily.....	Common.
" <i>tuberosa</i>	" ".....	Mouth of Missisquoi River, Winooski River.
<i>Oenothera fruticosa</i>	Evening Primrose.....	Willoughby Lake.
<i>Oncodes sensibilis</i>	Sensitive Fern.....	Common.
<i>Osmorhiza longistylis</i>	Sweet Cicely.....	Rich woods.
<i>Phlox subulata</i>	Moss Pink.....	Mt. Mansfield.
<i>Polanisia graveolens</i>	Polanisia.....	Gravelly shores of Lake Champlain.
<i>Primula mistassinica</i>	Primrose.....	Willoughby Mountains.
<i>Rhus typhina</i>	Staghorn Sumach.....	Hillsides—common.
" <i>Toxicodendron</i>	Poison Ivy.....	Common.
<i>Rosa lucida</i>	Dwarf Wild Rose.....	Shores of Lake Champlain—rare.
" <i>rubiginosa</i>	Sweet Brier.....	Rocky pastures—rare.
<i>Sanguinaria Canadensis</i>	Blood Root.....	Open, rich woods.
<i>Sarracenia purpurea</i>	Pitcher Plant.....	Common in swamps.
<i>Saxifraga aizoides</i>	Yellow Saxifrage.....	Mt. Mansfield, Willoughby Lake.
<i>Sedum acre</i>	Live-for-ever.....	Norwich, on rocks.
<i>Silene acaulis</i>	Night-flowering Catchfly.....	Common.
<i>Solidago Canadensis</i>	Golden Rod.....	Along fences and edges of woods.
" <i>Muhlenbergii</i>	" ".....	Brattleboro.
" <i>rigida</i>	" ".....	Burlington.
" <i>thyrsoides</i>	" ".....	Willoughby and Mansfield Mountains.
<i>Symphoricarpos racemosus</i>	Snow Berry.....	Rocky shores of Lake Champlain and some of the islands.
<i>Trillium grandiflorum</i>	Large White Trillium.....	Abundant in Western Vermont.
" <i>cernuum</i>	Nodding Trillium.....	Southern part of State.
<i>Typha latifolia</i>	Cat-tail Flag.....	Swamps—common.
" <i>angustifolia</i>	" ".....	Ferrisburgh.
<i>Viola blanda</i>	Sweet White Violet.....	Wet meadows and woods—common.
" <i>Selkirkii</i>	Great-spurred Violets.....	Cedar swamps—rare.
" <i>pedata</i>	Bird-foot Violets.....	Brattleboro.
<i>Vitis riparia</i>	Frost Grape.....	Thickets, river banks.
<i>Woodwardia Virginica</i>	Chair Fern.....	Colchester Pond, swamps.
<i>Xanthoxylum Americanum</i>	Prickly Ash.....	Middlebury, Ferrisburgh, Grand Isle, St. Albans.

GEOLOGY AND MINERALOGY.

MINERALS.	WHERE FOUND.
Actynolite.....	Windham, Grafton, Newfane, Brattleboro.
Aluminous Slate.....	Pownal, Rockingham.
Amethyst.....	Westminster, Ludlow.
Argillaceous Slate:	
Black.....	Northfield, along Connecticut River.
Purple and Green.....	Castleton, Fairhaven, Poultney.
Asbestos.....	Mount Holly, Lowell, Troy.
Bitter Spar.....	Grafton, Bridgewater.
Blende.....	Orwell.
Calcareous Spar.....	Vergennes, Shoreham.
Chalcedony.....	Newfane.
Chlorite.....	Grafton, Bethel.
Copper.....	Vershire, Corinth.
Cyanite.....	Grafton, Bellows Falls.
Dolomite.....	Jamaica.
Feldspar.....	Townshend, Thetford, Monkton.
Garnet.....	Bethel, Norwich.
Granite.....	Rare in Western Vermont, abundant in Eastern Vermont, quarried at Barre, Derby, Victory.
Graphite.....	Hancock, Charlotte.
Hornblende.....	Jericho, Ludlow.
Hornstone.....	Middlebury, Shoreham, Bennington.
Iron.....	Bennington, Plymouth.
Jasper.....	Middlebury.
Kaolin.....	Monkton, Brookline.
Lithomarge.....	Bennington.
Marble:	
White.....	Rutland, Dorset, Pittsford, Middlebury.
White statuary.....	Brandon.
Clouded.....	Sutherland Falls, East Dorset.
Variegated.....	Colchester.
Dove-colored.....	Swanton.
Dark.....	Isle La Motte.
Marl.....	Peacham, Barnard, Alburgh.
Mica.....	Chester, Craftsbury, Orange.
Potter's Clay.....	Middlebury.
Prehnite.....	Bellows Falls.
Quartz:	
Greasy.....	Grafton, New Haven.
Crystal.....	Castleton, Waitsfield, St. Johnsbury.
Milky.....	Stockbridge, Grafton.
Smoky.....	Shrewsbury.
Steatite or Soapstone.....	Windsor County.
Stalactite.....	Bennington, Dorset, Montpelier.
Sulphur.....	Wilmington, Bridgewater.
Tourmaline.....	Peacham.
Zinc.....	Orwell.

FOSSILS.

FOSSILS	WHERE FOUND.
Maclurea magna.....	Chazy Limestone—Found at McNeill's Point, Charlotte, Grand Isle and Isle La Motte, also Addison, Panton.
Orthoceras .vertebrale.....	Bridport, Larrabee's Point.
Columnaria .alveolata.....	" " "
Asaphus gigas.....	" " "
Chaetetes lycoperdon.....	" " "
Orthis testudinaria.....	" " "
Rhynchonella plena.....	McNeill's Point.
Pleurotomaria calcifera.....	" " "
Leptæna sericea.....	" " Isle La Motte, Addison, etc.
Lingula quadrata.....	Addison.
Grapolithus pristis.....	Ladds, Grand Isle.
Carpolithes Brandonensis.....	Brandon.
Macoma fusca.....	Burlington.
Saxicava rugosa.....	"

SPECIAL LIMITED EXCURSIONS TO VERMONT

Special Excursion No. 1.

Via CONCORD and WHITE RIVER JUNCTION.

Boston to Nashua	Boston & Maine R. R.
Nashua to Concord	Concord R. R.
Concord to White River Junction	Boston & Maine R. R.
White River Junction to following stations	Central Vermont R. R.
Return same Route.	

Sharon	\$7 40	Essex Junction	11 00
So. Royalton	7 70	Burlington	11 00
Bethel	8 20	Milton	11 50
Randolph	8 70	Georgia	11 75
Roxbury	9 00	St. Albans	12 00
Northfield	9 25	Swanton	12 50
Montpelier	9 50	Alburgh Springs	12 50
Barre	10 00	Rouse's Point	13 00
Waterbury	10 00	Highgate Springs	12 50
Richmond	10 75	St. Johns	14 50

Special Excursion No. 2.

Via BELLOWS FALLS and RUTLAND.

Boston to Fitchburg	Fitchburg R. R.
Fitchburg to Bellows Falls	Cheshire R. R.
Bellows Falls to following points	Central Vermont R. R.
Return same Route.	

Chester	\$7 50	Burlington	\$11 00
Ludlow	8 00	Winooski	11 00
Cuttingsville	8 50	Essex Junction	11 00
Rutland	9 00	Milton	11 50
Pittsford	9 40	Georgia	11 75
Brandon	9 75	St. Albans	12 00
Ticonderoga	11 00	Swanton	12 50
Middlebury	10 50	Alburgh Springs	12 50
Vergennes	10 75	Rouse's Point	13 00
Charlotte	11 00	Highgate Springs	12 50
Shelburne	11 00	St. Johns	14 50

*Excursion No. 3.***BOSTON to STOWE and return.**

(MT. MANSFIELD.)

Boston to Nashua.....	Boston & Maine R. R.
Nashua to Concord	Concord R. R.
Concord to White River Junction.....	Boston & Maine R. R.
White River Junction to Waterbury.....	Central Vermont R. R.
Waterbury to Stowe.....	Stage.

Return same Route.

RATE,	-	-	-	\$11.00
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Carriages from Stowe to summit Mt. Mansfield, daily.

*Excursion No. 3 a.***BOSTON to BURLINGTON and return.**

Boston to Nashua.....	Boston & Maine R. R.
Nashua to Concord.....	Concord R. R.
Concord to White River Junction.....	Boston & Maine R. R.
White River Junction to Burlington.....	Central Vermont R. R.

Return same Route.

RATE,	-	-	-	\$11.00
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*Excursion No. 3 b.***BOSTON to BURLINGTON and return.**

Boston to Fitchburg.....	Fitchburg R. R.
Fitchburg to Bellows Falls.....	Cheshire R. R.
Bellows Falls to Burlington.....	Central Vermont R. R.

Return same Route.

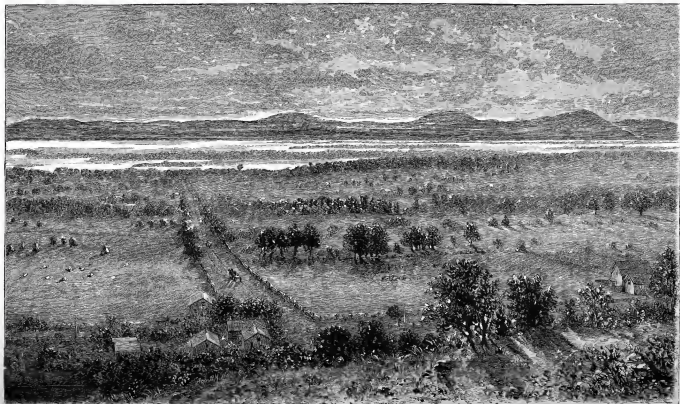
RATE,	-	-	-	\$11.00
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*Excursion No. 4.***BOSTON to ST. ALBANS and return.**

Boston to Nashua	Boston & Maine R. R.
Nashua to Concord	Concord R. R.
Concord to White River Junction	Boston & Maine R. R.
White River Junction to St. Albans	Central Vermont R. R.

Return same Route.

RATE,	-	-	-	\$12.00
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LAKE CHAMPLAIN FROM ST. ALBANS.

*Excursion No. 5.***BOSTON to ST. ALBANS and return.****ROUTE GOING :**

Boston to Fitchburg	Fitchburg R. R.
Fitchburg to Bellows Falls.....	Cheshire R. R.
Bellows Falls to St. Albans via Rutland ..	Central Vermont R. R.

ROUTE RETURNING :

St. Albans to White River Junction	Central Vermont R. R.
White River Junction to Concord.....	Boston & Maine R. R.
Concord to Nashua.....	Concord R. R.
Nashua to Boston	Boston & Maine R. R.

RATE,	-	-	-	\$12.00
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*Excursion No. 6.***BOSTON to SHELDON SPRINGS and return.**

Boston to Nashua	Boston & Maine R. R.
Nashua to Concord.....	Concord R. R.
Concord to White River Junction	Boston & Maine R. R.
White River Junction to St. Albans	Central Vermont R. R.
St. Albans to Sheldon Springs	Central Vermont R. R.
Return same Route.	

RATE,	-	-	-	\$12.50
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*Excursion No. 7.***BOSTON to SHELDON SPRINGS and return.**

Boston to Fitchburg	Fitchburg R. R.
Fitchburg to Bellows Falls.....	Cheshire R. R.
Bellows Falls to St. Albans via Rutland and Burlington.....	Central Vermont R. R.
St. Albans to Sheldon Springs	
Return same Route.	

RATE,	-	-	-	\$12.50
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*Excursion No. 8.***BOSTON to ALBURGH SPRINGS and return.**

Boston to Nashua	Boston & Maine R. R.
Nashua to Concord.....	Concord R. R.
Concord to White River Junction.....	Boston & Maine R. R.
White River Junction to Alburgh Springs.....	Central Vermont R. R.
Return same Route.	

RATE,	-	-	-	\$12.50
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*Excursion No. 9.***BOSTON to ALBURGH SPRINGS and return.**

ROUTE GOING :

Boston to Fitchburg	Fitchburg R. R.
Fitchburg to Bellows Falls	Cheshire R. R.
Bellows Falls to Alburgh Springs, via Rutland and Burlington.....	} Central Vermont R. R.

ROUTE RETURNING :

Alburgh Springs to White River Junction.	Central Vermont R. R.
White River Junction to Concord.....	Boston & Maine R. R.
Concord to Nashua.....	Concord R. R.
Nashua to Boston	Boston & Maine R. R.

RATE,	-	-	-	\$12.50
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*Excursion No. 10.***BOSTON to ALBURGH SPRINGS and return.**

A reverse of Excursion No. 9.

RATE,	-	-	-	\$12.50
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*Excursion No. 11.***BOSTON to HIGHGATE SPRINGS and return.**

Boston to Nashua	Boston & Maine R. R.
Nashua to Concord.....	Concord R. R.
Concord to White River Junction.....	Boston & Maine R. R.
White River Junction to Highgate Springs.	Central Vermont R. R.
Return same Route.	

RATE,	-	-	-	\$12.50
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*Excursion No. 12.***BOSTON to HIGHGATE SPRINGS and return.**

ROUTE GOING :

Boston to Fitchburg	Fitchburg R. R.
Fitchburg to Bellows Falls	Cheshire R. R.
Bellows Falls to Highgate Springs, via Rutland and Burlington.....	} Central Vermont R. R.

ROUTE RETURNING :

Highgate Springs to White River Junction.	Central Vermont R. P.
White River Junction to Concord.....	Boston & Maine R. R.
Concord to Nashua.....	Concord R. R.
Nashua to Boston	Boston & Maine R. R.

RATE,	-	-	-	\$12.50
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*Excursion No. 13.***BOSTON to HIGHGATE SPRINGS and return.**

A Reverse of Excursion No. 12.

RATE,	-	-	-	\$12.50
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*Excursion No. 14.***BOSTON to ALBURGH or HIGHGATE SPRINGS and return.**

ROUTE GOING :

Boston to Alburgh or Highgate Springs... Via White River Junc. or Rutland.

ROUTE RETURNING :

Alburgh or Highgate Springs to Montpelier, Central Vermont R. R.

Montpelier to Well's River Montpelier & Wells River R. R.

Well's River to Fabyan's Boston & Lowell R. R. (W. M. Div.)

Fabyan's to N. Conway via Notch, Maine Central R. R.

North Conway to Boston, Boston & Maine R. R.

Or vice versa.

RATE,	-	-	-	\$18.00
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*Excursion No. 15.***BOSTON to CHATEAUGAY CHASM and return.**

Boston to Rouse's Point Via White River Junc. or Rutland.

Rouse's Point to Chateaugay Central V't R. R. (O. & L. C. Div.)

Chateaugay to Chasm, Coach.

Return same Route.

RATE,	-	-	-	\$15.00
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*Excursion No. 16.***BOSTON to SARATOGA SPRINGS and return.**

Boston to Fitchburg, Fitchburg R. R.

Fitchburg to Bellows Falls, Cheshire R. R.

Bellows Falls to Rutland, Central Vermont R. R.

Rutland to Saratoga Del. & Hudson Canal Co's R. R.

Return same Route.

RATE,	-	-	-	\$10.00
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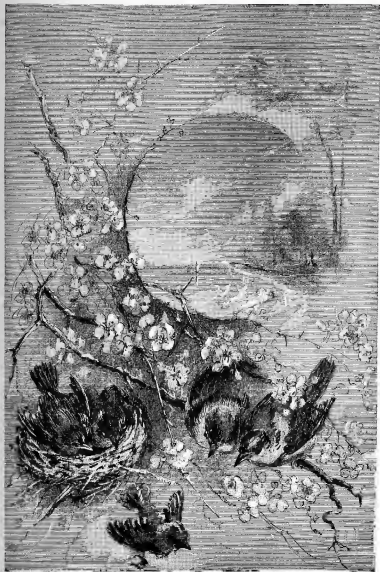
*Excursion No. 17.***BOSTON to SARATOGA SPRINGS and return.**

Boston to North Adams via Hoosac Tunnel, Fitchburg R. R.

North Adams to Saratoga, Fitchburg R. R.

Return via Rutland and Bellows Falls.

RATE,	-	-	-	\$10.00
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LAKE CHAMPLAIN.

*Excursion No. 18.***BOSTON to SARATOGA and return.**

Boston to Albany.....	Boston & Albany R. R.
Albany to Saratoga.....	Del. & Hudson Canal Co's R. R.
Return via Rutland & Bellows Falls.	
RATE, - - -	\$10.00

*Excursion No. 19.***BOSTON to LAKE GEORGE and return.****ROUTE GOING :**

Boston to Fitchburg.....	Fitchburg R. R.
Fitchburg to Bellows Falls.....	Cheshire R. R.
Bellows Falls to Rutland.....	Central Vermont R. R.
Rutland to Caldwell (Lake George).....	Del. & Hudson Canal Co's R. R.

ROUTE RETURNING :

Caldwell to Baldwin.....	Lake George Steamers.
Baldwin to Rutland.....	Del. & Hudson Canal Co's R. R.
Rutland to Bellows Falls.....	Central Vermont R. R.
Bellows Falls to Fitchburg.....	Cheshire R. R.
Fitchburg to Boston.....	Fitchburg R. R.

RATE, - - - \$14.75

*Excursion No. 20.***BOSTON to LAKE GEORGE and return.**

A Reverse of Excursion No. 19.

RATE, - - - \$14.75

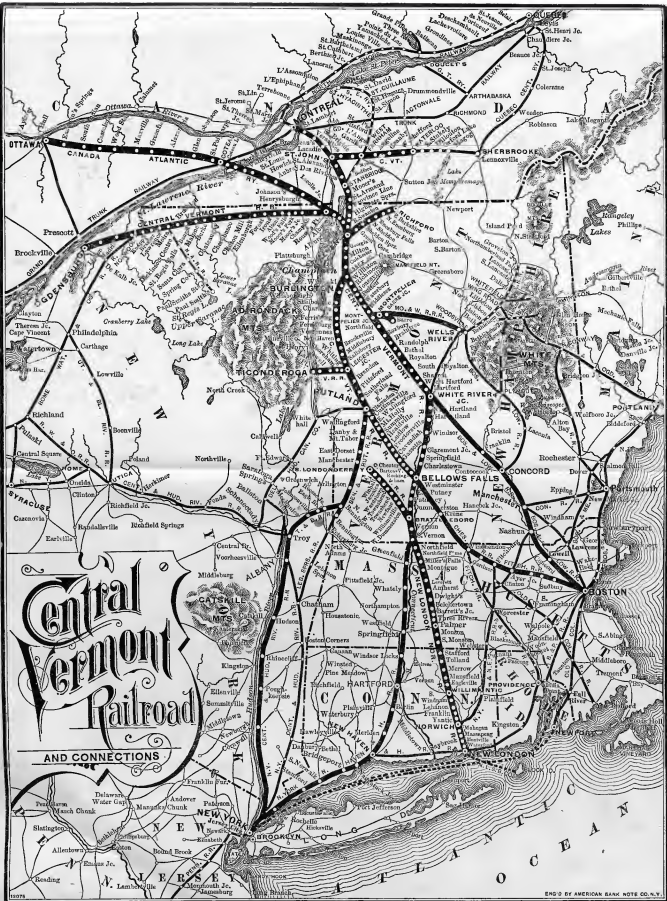
*Excursion No. 21.***BOSTON to LAKE CHAMPLAIN and return.****ROUTE GOING :**

Boston to Nashua.....	Boston & Maine R. R.
Nashua to Concord.....	Concord R. R.
Concord to White River Junction.....	Boston & Maine R. R.
White River Junction to Burlington.....	Central Vermont R. R.

ROUTE RETURNING :

Burlington to Fort Ticonderoga.....	Lake Champlain Steamers.
Fort Ticonderoga to Rutland.....	Del. & Hudson Canal Co's R. R.
Rutland to Bellows Falls.....	Central Vermont R. R.
Bellows Falls to Fitchburg.....	Cheshire R. R.
Fitchburg to Boston.....	Fitchburg R. R.

RATE, - - - \$14.30



*Excursion No. 22.***BOSTON to LAKE CHAMPLAIN and return.**

A Reverse of Excursion No. 21.

RATE,	-	-	-	\$14.30
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*Excursion No. 23.***BOSTON to LAKES GEORGE, CHAMPLAIN and return.**

ROUTE GOING :

Boston to Fitchburg	Fitchburg R. R.
Fitchburg to Bellows Falls ...	Cheshire R. R.
Bellows Falls to Rutland ..	Central Vermont R. R.
Rutland to Caldwell via Saratoga	Del. & Hudson Canal Co's R. R.

ROUTE RETURNING :

Caldwell to Baldwin	Lake George Steamers.
Baldwin to Ft. Ticonderoga	Del. & Hudson Canal Co's R. R.
Fort Ticonderoga to Burlington	Lake Champlain Steamers.
Burlington to White River Junction	Central Vermont R. R.
White River Junction to Concord	Boston & Maine R. R.
Concord to Nashua	Concord R. R.
Nashua to Boston	Boston & Maine R. R.

RATE,	-	-	-	\$17.75
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*Excursion No. 24.***BOSTON to LAKES GEORGE, CHAMPLAIN and return.**

A Reverse of Excursion No. 23.

RATE,	-	-	-	\$17.75
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*Excursion No. 25.***BOSTON to SARATOGA and return.**

ROUTE GOING :

Boston to Fitchburg	Fitchburg R. R.
Fitchburg to Bellows Falls ...	Cheshire R. R.
Bellows Falls to Rutland	Central Vermont R. R.
Rutland to Albany via Saratoga	Del. & Hudson Canal Co's R. R.

ROUTE RETURNING :

Albany to New York	Hudson River Steamers.
New York to Boston	Sound Lines Steamers.

RATE,	-	-	-	\$12.35
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*Excursion No. 26.***BOSTON to SARATOGA and return.**

A Reverse of Excursion No. 25.

RATE,	-	-	-	\$12.35
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*Excursion No. 27.***BOSTON to BURLINGTON and return.**

(LAKE CHAMPLAIN.)

ROUTE GOING :

Boston to New York	Sound Line Steamers.
New York to Albany	Hudson River Steamers.
Albany to Fort Ticonderoga via Saratoga...	Del. & Hudson Canal Co's R. R.
Fort Ticonderoga to Burlington.....	Lake Champlain Steamers.

ROUTE RETURNING :

Burlington to White River Junction.....	Central Vermont R. R.
White River Junction to Concord.....	Boston & Maine R. R.
Concord to Nashua.....	Concord R. R.
Nashua to Boston.....	Boston & Maine R. R.

RATE,	-	-	-	\$17.40
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*Excursion No. 28.***BOSTON to BURLINGTON and return.**

A Reverse of Excursion No. 27.

RATE,	-	-	-	\$17.40
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*Excursion No. 29.***BOSTON to BURLINGTON and return.**

ROUTE GOING :

Boston to Fitchburg.....	Fitchburg R. R.
Fitchburg to Bellows Falls	Cheshire R. R.
Bellows Falls to Burlington via Rutland....	Central Vermont R. R.

ROUTE RETURNING :

Burlington to Fort Ticonderoga.....	Lake Champlain Steamers.
Fort Ticonderoga to Albany via Saratoga..	Del. & Hudson Canal Co's R. R.
Albany to New York.....	Hudson River Steamers.
New York to Boston	Sound Lines Steamers.

RATE,	-	-	-	\$17.40
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*Excursion No. 30.***BOSTON to BURLINGTON and return.**

A Reverse of Excursion No. 29.

RATE,	-	-	-	\$17.40
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*Excursion No. 31.***BOSTON to BURLINGTON and return.**

(LAKES GEORGE AND CHAMPLAIN.)

ROUTE GOING :

Boston to Nashua.....	Boston & Maine R. R.
Nashua to Concord.....	Concord R. R.
Concord to White River Junction.....	Boston & Maine R. R.
White River Junction to Burlington.....	Central Vermont R. R.

ROUTE RETURNING :

Burlington to Fort Ticonderoga.....	Lake Champlain Steamers.
Fort Ticonderoga to Baldwin.....	Del. & Hudson Canal Co's R. R.
Baldwin to Caldwell.....	Lake George Steamers.
Caldwell to Albany via Saratoga.....	Del. & Hudson Canal Co's R. R.
Albany to New York.....	Hudson River Steamers.
New York to Boston.....	Sound Lines Steamers.

RATE,	-	-	-	\$19.40
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*Excursion No. 32.***BOSTON to BURLINGTON and return.**

A Reverse of Excursion No. 31.

RATE,	-	-	-	\$19.40
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*Excursion No. 33.***BOSTON to BURLINGTON and return.****ROUTE GOING :**

Boston to New York.....	Sound Lines Steamers.
New York to Albany.....	Hudson River Steamers.
Albany to Caldwell via Saratoga.....	Del. & Hudson Canal Co's R. R.
Caldwell to Baldwin.....	Lake George Steamers.
Baldwin to Fort Ticonderoga.....	Del. & Hudson Canal Co's R. R.
Fort Ticonderoga to Burlington.....	Lake Champlain Steamers.

ROUTE RETURNING :

Burlington to Bellows Falls via Rutland...	Central Vermont R. R.
Bellows Falls to Fitchburg.....	Cheshire R. R.
Fitchburg to Boston.....	Fitchburg R. R.

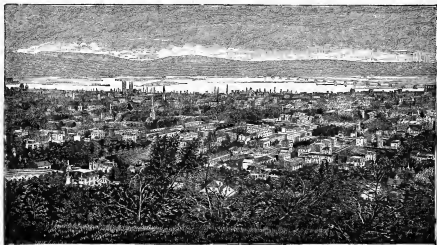
RATE,	-	-	-	\$19.40
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*Excursion No. 34.***BOSTON to BURLINGTON and return.**

A Reverse of Excursion No. 33.

RATE,	-	-	-	\$19.40
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MONTREAL, the commercial metropolis of the Dominion of Canada, is situated on the south shore of an island bearing the same name, and at the base of a beautiful eminence known as Mount Royal. The site of the city was first visited by Jacques Cartier, in 1535. Champlain also visited it in 1611, but the first settlement was not formed until 1642, by M. de Maisonneuve. When Canada was conquered by the British in 1759, Montreal had population of 4,000 souls. Its present population is over 175,000.



The city is laid in the form of a parallelogram. It is built mostly of a grayish limestone from adjacent quarries, and with its handsome spires, glittering tin roofs, and the picturesque vales that stud its lofty background, is seen to great advantage from the river. The old part of Montreal near the river has narrow, incommodious streets, but the new growth of the city toward Mount Royal has been liberally laid out, with wide, cheerful thoroughfares. The architecture here is very fine.

Among places of interest may be mentioned the Parish Church of Notre Dame. The dimensions of this vast Norman edifice are 241 feet in length, and 135 feet in width. Two main towers in front rise 220 feet, the western tower, containing a peal of bells, one of which weighs upwards of 29,000 pounds, and is the largest

bell in America. The seating capacity of the church is 10,000. It has recently been decorated in deep colors and gold, after the manner of the Sainte Chapelle at Paris. Christ Church Cathedral on St. Catherine's Street is undoubtedly the finest specimen of Gothic architecture in Canada. The Bank of Montreal, Post-office, City Hall, Bonsecour Market, Windsor Hotel, Church of the Gesu and many other churches, McGill College, etc., etc., are also worthy of mention.

The view from Mount Royal is delightful. Suddenly, after an easy ascent by a winding path, we are looking forth on the city with its spires, its gardens and avenues; beyond is the broad flowing St. Lawrence, with Victoria Bridge and the Lachine Rapids just visible in the distance; fading away toward the horizon are the hills of Vermont and the Adirondacks many miles away. The summit of the mount is very beautifully diversified with hillocks and dells; nearly every Canadian tree grows upon it, and ferns and wild flowers abound. Overhead flutter the robin, the catbird, and the bluebird; while the brilliant plumage of the oriole occasionally attracts the observer's attention. Other drives are around the Mountain; to Lachine; to Longue Point; and to the Back River.

Excursion No. 35.

BOSTON to MONTREAL and return.

Boston to Nashua	Boston & Maine R. R.
Nashua to Concord	Concord R. R.
Concord to White River Junction	Boston & Maine R. R.
White River Junction to St. Johns.....	Central Vermont R. R.
St. Johns to Montreal.....	Grand Trunk R'y.

Return same Route.

RATE, - - - \$16.00

Excursion No. 36.

BOSTON to MONTREAL and return.

Boston to Fitchburg.....	Fitchburg R. R.
Fitchburg to Bellows Falls	Cheshire R. R.
Bellows Falls to St. Johns via Rutland and Burlington.....	Central Vermont R. R.
St. Johns to Montreal and Return	
	Grand Trunk R'y.

Return same Route.

RATE, - - - \$16.00

*Excursion No. 37.***BOSTON to MONTREAL and return.**

ROUTE GOING :

Boston to Nashua	Boston & Maine R. R.
Nashua to Concord	Concord R. R.
Concord to White River Junction	Boston & Maine R. R.
White River Junction to St. Johns	Central Vermont R. R.
St. Johns to Montreal and return	Grand Trunk R'y.

ROUTE RETURNING :

Montreal to St. Johns	Grand Trunk R'y.
St. Johns to Bellows Falls via Burlington and Rutland	} Central Vermont R. R.
Bellows Falls to Fitchburg	
Fitchburg to Boston	Fitchburg R. R.
RATE, - - -	\$16.00

*Excursion No. 38.***BOSTON to MONTREAL and return.**

A Reverse of Excursion No. 37.

RATE, - - - \$16.00

*Excursion No. 39.***BOSTON to MONTREAL and return.**

ROUTE GOING :

Boston to Nashua	Boston & Maine R. R.
Nashua to Concord	Concord R. R.
Concord to Wells River	Boston & Maine R. R.
Wells River to Newport	Boston & Maine R. R.
Newport to Montreal	Canadian Pacific R'y.

ROUTE RETURNING :

Montreal to St. Johns	Grand Trunk Railway.
St. Johns to White River Junction	Central Vermont R. R.
White River Junction to Concord	Boston & Maine R. R.
Concord to Nashua	Concord R. R.
Nashua to Boston	Boston & Maine R. R.
RATE, - - -	\$16.00

*Excursion No. 40.***BOSTON to MONTREAL and return.**

A Reverse of Excursion No. 39.

RATE, - - - \$16.00

*Excursion No. 41.***BOSTON to MONTREAL and return.**

ROUTE GOING:

Boston to Nashua	Boston & Maine R. R.
Nashua to Concord	Concord R. R.
Concord to Groveton, via Plymouth	Boston & Lowell R.R. (W.M. Div.)
Groveton to Montreal, via Richmond	Grand Trunk R'y.

ROUTE RETURNING:

Montreal to St. Johns	Grand Trunk R'y.
St. Johns to White River Junction	Central Vermont R. R.
White River Junction to Concord	Boston & Maine R. R.
Concord to Nashua	Concord R. R.
Nashua to Boston	Boston & Maine R. R.

RATE,	-	-	-	\$16.00
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*Excursion No. 42.***BOSTON to MONTREAL and return.**

A Reverse of Excursion No. 41.

RATE,	-	-	-	\$16.00
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*Excursion No. 43.***BOSTON to MONTREAL and return.**

ROUTE GOING:

Boston to Fitchburg	Fitchburg R. R.
Fitchburg to Bellows Falls	Cheshire R. R.
Bellows Falls to St. Johns, via Rutland	Central Vermont R. R.
St. Johns to Montreal	Grand Trunk R'y.

ROUTE RETURNING:

Montreal to Groveton, via Island Pond	Grand Trunk R'y.
Groveton to Concord, via Plymouth	Boston & Lowell R.R.
Concord to Nashua	Concord R. R.
Nashua to Boston	Boston & Maine R. R.

RATE,	-	-	-	\$16.00
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*Excursion No. 44.***BOSTON to MONTREAL and return.**

A Reverse of Excursion No. 43.

RATE,	-	-	-	\$16.00
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*Excursion No. 45.***BOSTON to MONTREAL and return.**

ROUTE GOING :

Boston to Portland.....Rail or Steamer.
 Portland to Montreal via Gorham.....Grand Trunk R'y.

ROUTE RETURNING :

Montreal to St. JohnsGrand Trunk R'y.
 St. Johns to White River Junction.....Central Vermont R. R.
 White River Junction to Concord.....Boston & Maine R. R.
 Concord to NashuaConcord R. R.
 Nashua to BostonBoston & Maine R. R.

RATE, - - - \$16.00

*Excursion No. 46.***BOSTON to MONTREAL and return.**

A Reverse of Excursion No. 45.

RATE, - - - \$16.00

*Excursion No. 47.***BOSTON to MONTREAL and return.**

ROUTE GOING :

Boston to Fitchburg.....Fitchburg R. R.
 Fitchburg to Bellows Falls.....Cheshire R. R.
 Bellows Falls to St. Johns via Rutland.....Central Vermont R. R.
 St. Johns to Montreal.....Grand Trunk R'y.

ROUTE RETURNING :

Montreal to Portland via Richmond.....Grand Trunk R'y.
 Portland to Boston.....Rail or Steamer.

RATE, - - - \$16.00

*Excursion No. 48.***BOSTON to MONTREAL and return.**

A Reverse of Excursion No. 47.

RATE, - - - \$16.00

*Excursion No. 49.***BOSTON to MONTREAL and return.**

(LAKE MEMPHREMAGOG.)

ROUTE GOING :

Boston to Montreal.....Via White River Junc. or Rutland.

ROUTE RETURNING :

Montreal to Magog.....	Canadian Pacific R'y.
Magog to Newport.....	Lake Memphremagog Steamer.
Newport to Wells River.....	Boston & Maine R. R.
Wells River to Concord.....	Boston & Lowell R.R. (W. M. Div.)
Concord to Nashua.....	Concord R. R.
Nashua to Boston.....	Boston & Maine R. R.
RATE, - - -	\$17.25

*Excursion No. 50.***BOSTON to MONTREAL and return.**

A Reverse of Excursion No. 49.

RATE, - - -	\$17.25
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*Excursion No. 51.***BOSTON to MONTREAL and return.**

ROUTE GOING :

Boston to Nashua.....	Boston & Maine R. R.
Nashua to Concord.....	Concord R. R.
Concord to White River Junction.....	Boston & Maine R. R.
White River Junction to St. Johns.....	Central Vermont R. R.
St. Johns to Montreal.....	Grand Trunk R'y.

ROUTE RETURNING :

Montreal to St. Johns.....	Grand Trunk R'y.
St. Johns to Burlington.....	Central Vermont R. R.
Burlington to Fort Ticonderoga.....	Lake Champlain Steamers.
Fort Ticonderoga to Baldwin.....	Del. & Hudson Canal Co's R. R.
Baldwin to Caldwell.....	Lake George Steamers.
Caldwell to Rutland via Saratoga.....	Del. & Hudson Canal Co's R. R.
Rutland to Bellows Falls.....	Central Vermont R. R.
Bellows Falls to Fitchburg.....	Cheshire R. R.
Fitchburg to Boston.....	Fitchburg R. R.
RATE, - - -	\$21.45

*Excursion No. 52.***BOSTON to MONTREAL and return.**

A Reverse of Excursion No. 51.

RATE, - - -	\$21.45
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Excursion No. 53.

BOSTON to MONTREAL (Rapids) and return.

ROUTE GOING :

Boston to Fitchburg.....	Fitchburg R. R.
Fitchburg to Bellows Falls.....	Cheshire R. R.
Bellows Falls to Rutland.....	Central Vermont R. R.
Rutland to Caldwell via Saratoga.....	Del. & Hudson Canal Co's R. R.
Caldwell to Baldwin.....	Lake George Steamers.
Baldwin to Fort Ticonderoga.....	Del. & Hudson Canal Co's R. R.
Fort Ticonderoga to Burlington.....	Lake Champlain Steamers.
Burlington to Rouse's Point.....	Central Vermont R. R.
Rouse's Point to Ogdensburg.....	Ogdensburg & L. Champlain R. R.
Ogdensburg to Prescott.....	Ferry.
Prescott to Montreal via Rapids.....	Grand Trunk R'y or Steamer.

ROUTE RETURNING :

Montreal to St. Johns	Grand Trunk R'y.
St. Johns to White River Junction...	Central Vermont R. R.
White River Junction to Concord.....	Boston & Maine R. R.
Concord to Nashua.....	Concord R. R.
Nashua to Boston.....	Boston & Maine R. R.

RATE,	-	-	-	\$26.25
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Excursion No. 54.

BOSTON to MONTREAL and return.

ROUTE GOING :

Boston to Montreal.....Via White River Junc. or Rutland

ROUTE RETURNING :

Montreal to St. Johns	Grand Trunk R'y.
St. Johns to Burlington.....	Central Vermont R. R.
Burlington to Fort Ticonderoga	Lake Champlain Steamers.
Fort Ticonderoga to Albany via Saratoga...	Del. & Hudson Canal Co's R. R.
Albany to New York.....	Hudson River Steamers.
New York to Boston	Sound Lines Steamers.

RATE, " " " \$21.60

Excursion No. 55.

BOSTON to MONTREAL and return.

A Reverse of Excursion No. 54.

RATE,	.	.	.	\$21.60
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*Excursion No. 56.***BOSTON to MONTREAL and return.****ROUTE GOING :**

Boston to New York	Sound Lines Steamers.
New York to Albany	Hudson River Steamers.
Albany to Caldwell via Saratoga	Del. & Hudson Canal Co's R. R.
Caldwell to Baldwin	Lake George Steamers.
Baldwin to Fort Ticonderoga	Del. & Hudson Canal Co's R. R.
Fort Ticonderoga to Burlington	Lake Champlain Steamers.
Burlington to St. Johns	Central Vermont R. R.
St. Johns to Montreal	Grand Trunk R'y.

ROUTE RETURNING :

Montreal to Boston	Via White River Junc. or Rutland.
RATE, - - -	\$23.60

*Excursion No. 57.***BOSTON to MONTREAL and return.**

A Reverse of Excursion No. 56.

RATE, - - -	\$23.60
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*Excursion No. 58.***BOSTON to OGDENSBURG and return.****ROUTE GOING :**

Boston to Nashua.	Boston & Maine R. R.
Nashua to Concord... ..	Concord R. R.
Concord to White River Junction,	Boston & Lowell R. R.
White River Junction to Rouse's Point,	Central Vermont R. R.
Rouse's Point to Ogdensburg,	Central V't R.R. (O. & L.C. Div.)

ROUTE RETURNING :

Ogdensburg to Prescott	Ferry.
Prescott to Montreal via Rapids	Grand Trunk R'y or Steamer.
Montreal to Boston	Via White River Junc. or Rutland
RATE, - - -	\$20.00

*Excursion No. 59.***BOSTON to OGDENSBURG and return.****ROUTE GOING :**

Boston to Fitchburg	Fitchburg R. R.
Fitchburg to Bellows Falls	Cheshire R. R.
Bellows Falls to Rouse's Point via Rutland and St. Albans.	} Central Vermont R. R.
Rouse's Point to Ogdensburg	
	Central Vermont R. R.

ROUTE RETURNING :

Ogdensburg to Prescott	Ferry.
Prescott to Montreal via Rapids	Grand Trunk R'y, or Steamer.
Montreal to Boston	Via White River Junc. or Rutland
RATE, - - -	\$20.00

*Excursion No. 60.***BOSTON to ALEXANDRIA BAY and return.**

Boston to Nashua.....	Boston & Maine R. R.
Nashua to Concord.....	Concord R. R.
Concord to White River Junction.....	Boston & Maine R. R.
White River Junction to Rouse's Point....	Central Vermont R. R.
Rouse's Point to Ogdensburg.....	Central V't R.R. (O. & L. C. Div.)
Ogdensburg to Alexandria Bay.....	Steamer.

Return same Route.

RATE,	-	-	-	\$18.50
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*Excursion No. 61.***BOSTON to OTTAWA and return.**

Boston to Nashua	Boston & Maine R. R.
Nashua to Concord.....	Concord R. R.
Concord to White River Junction.....	Boston & Maine R. R.
White River Junction to Rouse's Point	Central Vermont R. R.
Rouse's Point to Ottawa.....	Canada Atlantic R'y.

Return same Route.

RATE,	-	-	-	\$18.00
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*Excursion No. 62.***BOSTON to OTTAWA and return.**

Boston to Fitchburg.....	Fitchburg R. R.
Fitchburg to Bellows Falls.....	Cheshire R. R.
Bellows Falls to Rouse's Point via Rut-	Central Vermont R. R.
land and St. Albans	
Rouse's Point to Ottawa.....	Canada Atlantic R'y.

Return same Route.

RATE,	-	-	-	\$18.00
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*Excursion No. 63.***BOSTON to OTTAWA and return.**

ROUTE GOING:

Boston to Nashua.....	Boston & Maine R. R.
Nashua to Concord.....	Concord R. R.
Concord to White River Junction.....	Boston & Maine R. R.
White River Junction to Rouse's Point....	Central Vermont R. R.
Rouse's Point to Ottawa.....	Canada Atlantic R'y.

ROUTE RETURNING:

Ottawa to Rouse's Point.....	Canada Atlantic R'y.
Rouse's Point to Bellows Falls via Rutland..	Central Vermont R. R.
Bellows Falls to Fitchburg.....	Cheshire R. R.
Fitchburg to Boston.....	Fitchburg R. R.

RATE, - - - \$18.00

*Excursion No. 64.***BOSTON to OTTAWA and return.**

Boston to Nashua	Boston & Maine R. R.
Nashua to Concord.....	Concord R. R.
Concord to White River Junction.....	Boston & Maine R. R.
White River Junction to St. Johns.....	Central Vermont R. R.
St. Johns to Coteau	Grand Trunk R'y.
Coteau to Ottawa	Canada Atlantic R. R.

Return same Route.

RATE, - - - \$18.00

*Excursion No. 65.***BOSTON to OTTAWA and return.**

Boston to Fitchburg.....	Fitchburg R. R.
Fitchburg to Bellows Falls.....	Cheshire R. R.
Bellows Falls to St. Johns, via Rutland and Burlington.....	Central Vermont R. R.
St. Johns to Coteau ..	
Coteau to Ottawa	Grand Trunk R'y.
Coteau to Ottawa	Canada Atlantic R. R.

Return same Route.

RATE, - - - \$18.00

*Excursion No. 66.***BOSTON to OTTAWA and return.****ROUTE GOING:**

Boston to Nashua	Boston & Maine R. R.
Nashua to Concord.....	Concord R. R.
Concord to White River Junction.....	Boston & Maine R. R.
White River Junction to St. Johns.....	Central Vermont R. R.
St. Johns to Coteau.....	Grand Trunk R'y.
Coteau to Ottawa.....	Canada Atlantic R. R.

ROUTE RETURNING:

Ottawa to Lacolle.....	Canada Atlantic R. R.
Lacolle to Rouse's Point.....	Grand Trunk Railway.
Rouse's Point to Bellows Falls, via Bur- lington and Rutland	Central Vermont R. R.
Bellows Falls to Fitchburg.....	
Fitchburg to Boston.....	Fitchburg R. R.

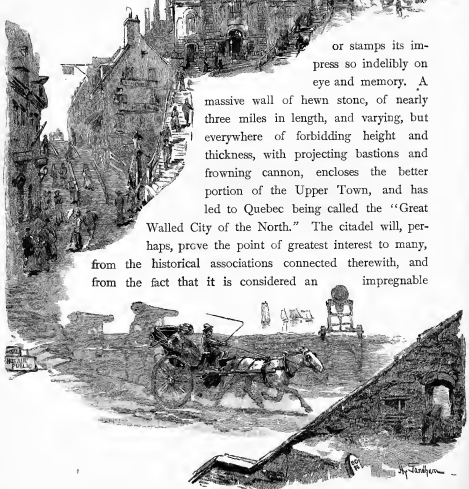
RATE, - - - \$18.00

QUEBEC was founded in 1608, by Samuel de Champlain on the site of the Indian village of Stadacona. No city on this Continent so impresses the traveler by the startling peculiarities of the site and novelty of its general aspect, as this Ancient Capital,

or stamps its impress so indelibly on eye and memory. A

massive wall of hewn stone, of nearly three miles in length, and varying, but everywhere of forbidding height and thickness, with projecting bastions and frowning cannon, encloses the better portion of the Upper Town, and has led to Quebec being called the "Great

Walled City of the North." The citadel will, perhaps, prove the point of greatest interest to many, from the historical associations connected therewith, and from the fact that it is considered an impregnable



fortress. It covers an enclosed area of forty acres, and is some 340 feet above the river level. The zigzag passage through which you enter the fortress, between high and massive granite walls, is swept at every turn by formidable batteries of heavy guns. On the forbidding river walls and at each angle or possible commanding point, guns of heavy calibre sweep every avenue of approach by the river. Ditches, breastworks, and frowning batteries command the approaches by land, from the famed "Plains of Abraham." The precipitous bluffs, rising almost perpendicularly from the river 340 feet, present a natural barrier which may be swept with murderous fire, and the covered ways of approach and retreat, the various kinds and calibre of guns, mortars, howitzers and munitions of war, all awaken eager interest.

Among places of interest may be mentioned the Plains of Abraham; the Governors' Garden, with its monument to Wolfe and Montcalm; the spot where fell the American General Montgomery; the City Gates; the Roman Catholic Cathedral; the Episcopal Cathedral; the Houses of Parliament; Laval University, etc., etc. The Falls of Montmorenci are situated in a beautiful nook of the river, about eight miles from Quebec. They are higher than those of Niagara, being more than 250 feet high, but are only some fifty feet wide. The drive to the falls is very beautiful; the scenery on the road through Beauport, where the Provincial Lunatic Asylum is built, and back again is full of interest.

Excursion No. 67.

BOSTON to QUEBEC and return.

ROUTE GOING :

Boston to Nashua.....	Boston & Maine R. R.
Nashua to Concord.....	Concord R. R.
Concord to White River Junction.....	Boston & Maine R. R.
White River Junction to St. Johns.....	Central Vermont R. R.
St. Johns to Montreal.....	Grand Trunk R'y.
Montreal to Quebec.....	Rail or Steamer.

ROUTE RETURNING :

Quebec to Montreal.....Rail or Steamer.
Montreal to Boston.....Via White River Junc. or Rutland.

RATE, - - - - \$18.00

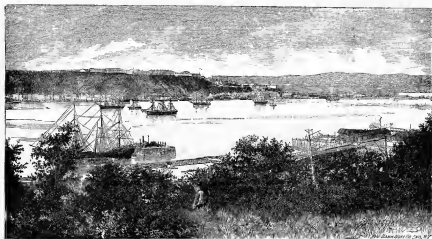
*Excursion No. 68.***BOSTON to QUEBEC and return.****ROUTE GOING :**

Boston to Fitchburg.....	Fitchburg R. R.
Fitchburg to Bellows Falls.....	Cheshire R. R.
Bellows Falls to St. Johns via Rutland and Burlington.....	} Central Vermont R. R.
St. Johns to Montreal.....	
Montreal to Quebec	Rail or Steamer.

ROUTE RETURNING :

Quebec to Montreal.....	Rail or Steamer.
Montreal to Boston.....	Via White River Junc. or Rutland.

RATE, - - - \$18.00

*Excursion No. 69.***BOSTON to QUEBEC and return.****ROUTE GOING :**

Boston to Quebec	} Via White River Junc. or Rutland and Montreal.

ROUTE RETURNING :

Quebec to Sherbrooke.....	Grand Trunk R'y.
Sherbrooke to Wells River.....	Boston & Maine R. R.
Wells River to Concord.....	Boston & Lowell R.R. (W. M. Div.)
Concord to Nashua.....	Concord R. R.
Nashua to Boston.....	Boston & Maine R. R.

RATE, - - - \$18.00

*Excursion No. 70.***BOSTON to QUEBEC and return.**

A Reverse of Excursion No. 69.

RATE,	-	-	-	\$18.00
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*Excursion No. 71.***BOSTON to QUEBEC and return.**

ROUTE GOING :

Boston to Quebec.....	{ Via White River Junc. or Rutland and Montreal.
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ROUTE RETURNING :

Quebec to Groveton.....	Grand Trunk R'y.
Groveton to Concord via Plymouth.....	Boston & Lowell R.R. (W. M. Div.)
Concord to Nashua.....	Concord R. R.
Nashua to Boston.....	Boston & Maine R. R.

RATE,	-	-	-	\$18.00
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*Excursion No. 72***BOSTON to QUEBEC and return.**

A Reverse of Excursion No. 71.

RATE,	-	-	-	\$18.00
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*Excursion No. 73.***BOSTON to QUEBEC and return.**

ROUTE GOING :

Boston to Quebec... ..	{ Via White River Junc. or Rutland and Montreal.
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ROUTE RETURNING :

Quebec to Portland via Gorham.....	Grand Trunk R'y.
Portland to Boston.....	Rail or Steamer.

RATE,	-	-	-	\$18.00
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*Excursion No. 74.***BOSTON to QUEBEC and return.**

A Reverse of Excursion No. 73.

RATE,	-	-	-	\$18.00
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*Excursion No. 75.***BOSTON to HA HA BAY and return.**

(SAGUENAY RIVER.)

ROUTE GOING :

Boston to Quebec.	} Via White River Junction, or Rutland and Montreal.
Quebec to Ha Ha Bay and return.....	

Steamer.

ROUTE RETURNING :

Quebec to Boston	Return by Selected Excursion.
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RATE,	-	-	-	\$26.00
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*Excursion No. 76.***BOSTON to QUEBEC via RAPIDS and return.**

ROUTE GOING :

Boston to Ogdensburg.....	Via White River Junc. or Rutland.
Ogdensburg to Prescott.....	Ferry.
Prescott to Quebec via Rapids.....	Grand Trunk R'y or Steamer.

ROUTE RETURNING :

Quebec to Boston.....	Via Montreal or Sherbrooke.
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RATE,	-	-	-	\$23.50
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*Excursion No. 77.***BOSTON to QUEBEC and return.**

ROUTE GOING :

Boston to Ottawa.....	} Via White River Junction, or Rutland and Rouse's Point.
Ottawa to Coteau.....	
Coteau to Montreal.....	Canada Atlantic R'y.
Montreal to Quebec	Grand Trunk R'y.
Montreal to Quebec	Rail or Steamer.

ROUTE RETURNING :

Quebec to Montreal.....	Rail or Steamer.
Montreal to Boston	Via White River Junc. or Rutland.

RATE,	-	-	-	\$23.00
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PROVINCES

OF QUEBEC, NEW BRUNSWICK AND NOVA SCOTIA, WITH
PRINCE EDWARD ISLAND.

Excursion No. 78.

BOSTON to ST. JOHN, N. B. and return.

ROUTE GOING :

Boston to Montreal.....	Via White River Junc. or Rutland.
Montreal to Quebec.....	Rail or Steamer.
Quebec to Point Levi.....	Ferry.
Point Levi to St. John via Metapediad, } Miramichi and Moncton..... }	Intercolonial R'y.

ROUTE RETURNING :

St. John to Boston via Portland.....	International Steamship Co.
RATE, - - -	\$22.50

Excursion No. 79.

BOSTON to ST. JOHN, N. B. and return.

A Reverse of Excursion No. 78.

RATE, - - -	\$22.50
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Excursion No. 80.

BOSTON to HALIFAX and return.

ROUTE GOING :

Boston to St. John via Portland.....	International Steamship Co.
St. John to Halifax via Amherst.....	Intercolonial R'y.

ROUTE RETURNING :

Halifax to Point Levi via Moncton, Mira- } michi and Metapediad..... }	Intercolonial R'y.
Point Levi to Quebec.....	Ferry.
Quebec to Montreal.....	Rail or Steamer.
Montreal to Boston.....	Via White River Junc. or Rutland.
RATE, - - -	\$28.00

Excursion No. 81.

BOSTON to HALIFAX and return.

A Reverse of Excursion No. 80.

RATE, - - -	\$28.00
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*Excursion No. 82.***BOSTON to PRINCE EDWARD ISLAND and return.**

ROUTE GOING :

Boston to Montreal.....	Via White River Junc. or Rutland.
Montreal to Quebec.....	Rail or Steamer.
Quebec to Point Levi.....	Ferry.
Point Levi to Point du Chêne.....	Intercolonial R'y.
Point du Chêne to Summerside	Steamer.
Summerside to Charlottetown	Price Edward Island R'y.

ROUTE RETURNING :

Charlottetown to Pictou.....	Steamer.
Pictou to Halifax.....	Intercolonial R'y.
Halifax to St. John via Amherst.....	International R'y.
St. John to Boston via Portland.....	International Steamship Co.
RATE, - - -	\$34.00

*Excursion No. 83.***BOSTON to PRINCE EDWARD ISLAND and return.**

A Reverse of Excursion No. 82.

RATE, - - -	\$34.00
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Excursions Nos. 79, 80 and 83 can be furnished *rail* from Boston, via Bangor to St. John, at \$5.50 additional.

GULF OF ST. LAWRENCE AND MARITIME PROVINCES,**Via Black Diamond Steamship Company.**

Elegant accommodations. All modern improvements. Meals and Stateroom berth included in fare. Tickets good to stop over. Steamer stops one day each at Charlottetown and Pictou, with two days' stop at St. Johns. Round-trip passengers can live on board while in port, without extra charge.

*Excursion No. 84.***BOSTON to GULF OF ST. LAWRENCE and ST. JOHN, NEWFOUNDLAND.**

Boston to Montreal.....Via White River Junc. or Rutland.

Thence by Black Diamond Steamship to follow points :

Charlottetown, P. E. I., one way	\$29 50	Return to Boston	\$49 25
Pictou, N. S.,	" 30 00	" "	50 00
St. Johns, N. F.,	" 38 00	" "	66 00

*Excursion No. 85.***BOSTON to GULF OF ST. LAWRENCE and HALIFAX.**

ROUTE GOING :

Boston to Montreal	Via White River Junc. or Rutland.
Montreal to Pictou	Black Diamond Steamship Co.
Pictou to Halifax	Intercolonial R'y.

ROUTE RETURNING :

Halifax to St. John	Intercolonial R'y.
St. John to Boston	International Steamship Co.

RATE,	-	-	-	\$41.25
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*Excursion No. 86.***BOSTON to ST. JOHN, NEWFOUNDLAND, and HALIFAX.**

ROUTE GOING :

Boston to Montreal	Via White River Junc. or Rutland.
Montreal to St. Johns, N. F.	Black Diamond Steamship Co.

ROUTE RETURNING :

St. Johns, N. F., to Pictou	Black Diamond Steamship Co.
Pictou to Halifax	Intercolonial R'y.
Halifax to St. John	Intercolonial R'y.
St. John to Boston	International Steamship Co.

RATE,	-	-	-	\$59.25
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The Adirondacks of New York have sprung into sudden and universal fame and favoritism. The region has all the novelty of a primeval land, diversified by every variety of landscape and unsearched solitudes ; and has the freshness and rare novelty of guides who alone know the secret wealth of this new paradise. The atmosphere is remarkably pure and free from malarious poisons and from chilling damps, so that sudden colds and tormenting fever heats are scarcely known. At present the Adirondacks may boast of its primeval charms ; but the region will, doubtless, be materially altered in this respect ere long, as visitors to this region are annually numbered by thousands.

In the valleys between the mountains lie many beautiful lakes and ponds, more than one thousand in number. The general level of these lakes is about 1500 feet above the sea, but Avalanche Lake, the highest of them, has nearly twice that elevation.

Some of them are twenty miles in length, while others cover only a few acres.

"Steep, densely-wooded mountains," says a writer in *Picturesque America*, describing these lakes, "rise from their margins; beautiful bays indent their borders, and leafy points jut out; spring brooks trickle in, while the shallows are fringed with water-grasses and flowering plants, and covered sometimes with acres of white and yellow water-lilies. The lakes are all lovely and romantic in everything except their names; and the scenery they offer in combination with the towering mountains and the old and savage forests, is not surpassed on earth. In natural features it greatly resembles Switzerland and the Scottish Highlands as they must have been before those regions were settled and cultivated." This labyrinth of lakes is connected by a very intricate system of rivers, rivulets and brooks.

The following Excursions can be furnished either via Lowell, Concord, and White River Junction, or via Fitchburg, Bellows Falls and Rutland. Also to go one route and return the other, between Boston and the stage or steamer point.

If desired different from the route given, mention must be made of desired route at time of purchase.

Excursion No. 87.

BOSTON to RALPHS (Upper Chateaugay Lake) and return.

Boston to Nashua	Boston & Maine R. R.
Nashua to Concord.....	Concord R. R.
Concord to White River Junction.....	Boston & Maine R. R.
White River Junction to Rouse's Point....	Central Vermont R. R.
Rouse's Point to Chateaugay.....	Central V't R.R. (O. & L. C. Div.)
Chateaugay to Lower Chateaugay Lake...	Stage, 6 miles.
Lower Chateaugay Lake to Ralphs.....	Steamer.

Return same Route.

RATE, - - - \$16.50

Excursion No. 88.

BOSTON to LOON LAKE and return.

Boston to Nashua	Boston & Maine R. R.
Nashua to Concord.....	Concord R. R.
Concord to White River Junction.....	Boston & Maine R. R.
White River Junction to Rouse's Point....	Central Vermont R. R.
Rouse's Point to Malone.....	Central V't R.R. (O. & L. C. Div.)
Malone to Loon Lake House.....	Stage, 29 miles.

Return same Route.

RATE, - - - \$17.75

*Excursion No. 89.***BOSTON to MEACHAM LAKE and return.**

Boston to Nashua.....	Boston & Maine R. R.
Nashua to Concord.....	Concord R. R.
Concord to White River Junction.....	Boston & Maine R. R.
White River Junction to Rouse's Point...	Central Vermont R. R.
Rouse's Point to Malone.....	Central V't R.R. (O. & L. C. Div.)
Malone to Meacham Lake House.....	Stage, 25 miles.

Return same Route.

RATE,	-	-	-	\$21.00
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*Excursion No. 89 a.***BOSTON to BLUE MOUNTAIN HOUSE and return.**

Boston to Nashua.....	Boston & Maine R. R.
Nashua to Concord.....	Concord R. R.
Concord to White River Junction.....	Boston & Maine R. R.
White River Junction to Rouse's Point...	Central Vermont R. R.
Rouse's Point to Moira.....	Central V't R.R. (O. & L. C. Div.)
Moira to Spring Cove.....	Northern Adirondack R. R.
Spring Cove to Blue Mountain House....	Stage, 4 miles.

Return same Route.

RATE,	-	-	-	\$18.70
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*Excursion No. 90.***BOSTON to PAUL SMITH'S and return.**

Boston to Nashua.....	Boston & Maine R. R.
Nashua to Concord.....	Concord R. R.
Concord to White River Junction.....	Boston & Maine R. R.
White River Junction to Rouse's Point...	Central Vermont R. R.
Rouse's Point to Moira.....	Central V't R.R. (O. & L. C. Div.)
Moira to Paul Smith's Station.....	Northern Adirondack R. R.
Paul Smith's Station to Paul Smith's....	Stage, 7 miles.

Return same Route.

RATE,	-	-	-	\$19.90
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*Excursion No. 90 a.***BOSTON to PAUL SMITH'S and return.**

Boston to Fitchburg.....	Fitchburg R. R.
Fitchburg to Bellows Falls.....	Cheshire R. R.
Bellows Falls to Rouse's Point.....	Central Vermont R. R.
Rouse's Point to Moira.....	Central V't R.R. (O. & L. C. Div.)
Moira to Paul Smith's Station.....	Northern Adirondack R. R.
Paul Smith's Station to Paul Smith's....	Stage, 7 miles.

Return same Route.

RATE,	-	-	-	\$19.90
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*Excursion No. 90 B.***BOSTON to LAKE PLACID and return.****ROUTE GOING :**

Boston to Nashua	Boston & Maine R. R.
Nashua to Concord	Concord R. R.
Concord to White River Junction	Boston & Maine R. R.
White River Junction to Burlington	Central Vermont R. R.
Burlington to Plattsburgh	Steamer.
Plattsburgh to Loon Lake Station	Chateaugay R. R.
Loon Lake Station to Lake Placid	Stage.

ROUTE RETURNING :

Lake Placid to Paul Smith's	Stage.
Paul Smith's to Paul Smith's Station	Stage.
Paul Smith's Station to Moira	No. Adirondack R. R.
Moira to White River Junction	Central Vermont R. R.
White River Junction to Concord	Boston & Maine R. R.
Concord to Nashua	Concord R. R.
Nashua to Boston	Boston & Maine R. R.

RATE, - - - \$23.70

*Excursion No. 90 C.***BOSTON to LAKE PLACID and return.****ROUTE GOING :**

Boston to Fitchburg	Fitchburg R. R.
Fitchburg to Bellows Falls	Cheshire R. R.
Bellows Falls to Rutland	Central Vermont R. R.
Rutland to Westport via Saratoga	Del. & Hudson Canal Co's R. R.
Westport to Lake Placid via Elizabethtown	Stage.

ROUTE RETURNING :

Lake Placid to Paul Smith's	Stage.
Paul Smith's to Paul Smith's Station	Stage.
Paul Smith's Station to Moira	No. Adirondack R. R.
Moira to Bellows Falls	Central Vermont R. R.
Bellows Falls to Fitchburg	Cheshire R. R.
Fitchburg to Boston	Fitchburg R. R.

RATE, - - - \$23.70

*Excursion No. 90 D.***BOSTON to LAKE PLACID and return.****ROUTE GOING :**

Boston to Fitchburg	Fitchburg R. R.
Fitchburg to Bellows Falls	Cheshire R. R.
Bellows Falls to Rutland	Central Vermont R. R.
Rutland to Westport via Saratoga	Del. & Hudson Canal Co's R. R.
Westport to Lake Placid	Stage.

ROUTE RETURNING :

Lake Placid to Loon Lake Station	Stage.
Loon Lake Station to Plattsburgh	Chateaugay R. R.
Plattsburgh to Burlington	Steamer.
Burlington to White River Junction	Central Vermont R. R.
White River Junction to Concord	Boston & Maine R. R.
Concord to Nashua	Concord R. R.
Nashua to Boston	Boston & Maine R. R.

RATE, - - - \$23.70

*Excursion No. 90 E.***BOSTON to SARANAC INN (Prospect House) and return.**

Boston to Nashua.....	Boston & Maine R. R.
Nashua to Concord.....	Concord R. R.
Concord to White River Junction.....	Boston & Maine R. R.
White River Junction to Rouse's Point...	Central Vermont R. R.
Rouse's Point to Moira.....	Central V't R.R. (O. & L. C. Div.)
Moira to Paul Smith's Station.....	Northern Adirondack R. R.
Paul Smith's Station to Prospect House...	Stage, 15 miles.

Return same Route.

RATE,	-	-	-	\$21.20
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*Excursion No. 90 F.***BOSTON to SARANAC LAKE HOUSE and return.**

Boston to Fitchburg.....	Fitchburg R. R.
Fitchburg to Bellows Falls.....	Cheshire R. R.
Bellows Falls to Rouse's Point.....	Central Vermont R. R.
Rouse's Point to Moira.....	Central V't R.R. (O. & L. C. Div.)
Moira to Paul Smith's Station.....	Northern Adirondack R.R.
Paul Smith's Sta'n to Saranac Lake House.	Stage, 17 miles.

Return same Route.

RATE,	-	-	-	\$21.00
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*Excursion No. 91.***BOSTON to LYON MOUNTAIN and return.**

Boston to Fitchburg.....	Fitchburg R. R.
Fitchburg to Bellows Falls.....	Cheshire R. R.
Bellows Falls to Burlington via Rutland...	Central Vermont R. R.
Burlington to Plattsburg.....	Steamer.
Plattsburg to Lyon Mountain.....	Chateaugay R. R.

Return same Route.

RATE,	-	-	-	\$17.30
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*Excursion No. 92.***BOSTON to SARANAC LAKE and return.**

Boston to Fitchburg.....	Fitchburg R. R.
Fitchburg to Bellows Falls.....	Cheshire R. R.
Bellows Falls to Burlington via Rutland....	Central Vermont R. R.
Burlington to Plattsburgh.....	Steamer.
Plattsburg to Saranac Lake.....	Chateaugay R. R.

Return same Route.

RATE,	-	-	-	\$18.50
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*Excursion No. 93.***BOSTON to PAUL SMITH'S and return.**

Boston to Fitchburg.....	Fitchburg R. R.
Fitchburg to Bellows Falls.....	Cheshire R. R.
Bellows Falls to Burlington via Rutland....	Central Vermont R. R.
Burlington to Plattsburg.....	Steamer.
Plattsburg to Bloomingdale.....	Chateaugay R. R.
Bloomingdale to Paul Smith's.....	Stage.

Return same Route.

RATE,	-	-	-	\$19.90
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*Excursion No. 94.***BOSTON to ALEXANDRIA BAY and return.**

ROUTE GOING :

Boston to Fitchburg.....	Fitchburg R. R.
Fitchburg to Bellows Falls.....	Cheshire R. R.
Bellows Falls to Rutland.....	Central Vermont R. R.
Rutland to Schenectady.....	Del. & Hudson Canal Co's R. R.
Schenectady to Utica.....	N. Y. Cent. & Hudson River R. R.
Utica to Clayton via Trenton Falls.....	Utica & Black River R. R.
Clayton to Alexandria Bay.....	Steamer.

ROUTE RETURNING :

Alexandria Bay to Ogdensburg.....	Steamer.
Ogdensburg to Rouse's Point.....	Central V't R.R. (O. & L. C. Div.)
Rouse's Point to White River Junction....	Central Vermont R. R.
White River Junction to Concord.....	Boston & Maine R. R.
Concord to Nashua.....	Concord R. R.
Nashua to Boston.....	Boston & Maine R. R.

RATE,	-	-	-	\$19.00
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*Excursion No. 95.***BOSTON to ALEXANDRIA BAY and return.**

ROUTE GOING :

Boston to Alexandria Bay.....	Excursion No. 94.
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ROUTE RETURNING :

Alexandria Bay to Montreal via Rapids....	Steamer.
Montreal to Boston.....	Via White River Junc. or Rutland.

RATE,		\$22.65
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*Excursion No. 96.***BOSTON to ALEXANDRIA BAY and return.****ROUTE GOING :**

Boston to New York.....	Sound Line Steamers.
New York to Albany.....	Hudson River Steamers.
Albany to Utica.....	N. Y. Cent. & Hudson River R. R.
Utica to Clayton.....	Utica & Black River R. R.
Clayton to Alexandria Bay.....	Steamer.

ROUTE RETURNING :

Alexandria Bay to Boston.....	Excursion No. 94.
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RATE,	-	-	-	\$21.80
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*Excursion No. 97.***BOSTON to ALEXANDRIA BAY and return****ROUTE GOING :**

Boston to Alexandria Bay.....	Excursion No. 96.
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ROUTE RETURNING :

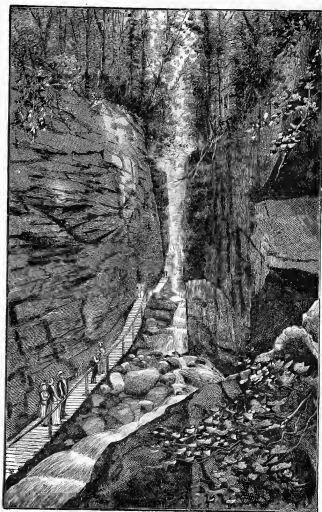
Alexandria Bay to Montreal via Rapids....	Steamer.
Montreal to Boston.....	Via White River Junc. or Rutland.

RATE,	-	-	-	\$24.65
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THE WHITE MOUNTAINS.

* Thou who wouldst see the lovely and the wild
Mingled in harmony on Nature's face,
Ascend our rocky mountains. Let thy foot
Fail not with weariness, for on their tops
The beauty and the majesty of earth
Spread wide beneath, shall make thee to forget
The steep and toilsome way. There, as thou stand'st,
The haunts of men below thee, and around
The mountain summits, thy expanding heart
Shall feel a kindred with that loftier world
To which thou art translated, and partake
The enlargement of thy vision. Thou shalt look
Upon the green and rolling forest tops
And down into the secrets of the glens,
And streams, that with their bordering thickets strive
To hide their windings. Thou shalt gaze, at once,
Here on white villages, and tilth and herds,
And swarming roads, and there on solitudes,
That only hear the torrent, and the wind,
And eagle's shriek.

To stand upon the beetling verge, and see
Where storm and lightning, from that huge gray wall,
Have tumbled down vast blocks, and at the base
Dashed them in fragments, and to lay thine ear
Over the dizzy depth, and hear the sound
Of winds that struggle with the woods below,
Come up like ocean murmurs. But the scene
Is lovely round."—*Bryant*.



THE PLUME, WHITE MOUNTAINS.

Excursion No. 98.

BOSTON to PROFILE HOUSE and return.
(WHITE MOUNTAINS.)

ROUTE GOING :

Boston to Nashua	Boston & Maine R. R.
Nashua to Concord	Concord R. R.
Concord to Plymouth	Boston & Lowell R.R. (W. M. Div.)
Plymouth to North Woodstock	Pemigewasset Valley R. R.
North Woodstock to Profile House	Stage.

ROUTE RETURNING:

Profile House to Bethlehem Junction.....	Profile and Franconia Notch R. R.
Bethlehem Junction to Wells River	Boston & Lowell R.R. (W. M. Div.)
Wells River to White River Junction.....	Boston & Maine R. R.
White River Junction to Windsor.....	Central Vermont R. R.
Windsor to Bellows Falls	Vermont Valley R. R.
Bellows Falls to Fitchburg	Cheshire R. R.
Fitchburg to Boston	Fitchburg R. R.

RATE, - - - \$13.45

*Excursion No. 99.***BOSTON to PROFILE HOUSE and return.**

A Reverse of Excursion No. 98.

RATE, - - - \$13.45

*Excursion No. 100.***BOSTON to CRAWFORD HOUSE and return.**

ROUTE GOING:

Boston to Nashua	Boston & Maine R. R.
Nashua to Concord.....	Concord R. R.
Concord to Plymouth	Boston & Maine R. R.
Plymouth to North Woodstock	Pemigewasset Valley R. R.
North Woodstock to Profile House.....	Stage.
Profile House to Bethlehem Junction.....	Profile and Franconia Notch R. R.
Bethlehem Junction to Fabyan's.....	Boston & Lowell R.R. (W. M. Div.)
Fabyan's to Crawford	Maine Central R. R.

ROUTE RETURNING:

Crawford to Fabyan's	Maine Central R. R.
Fabyan's to Wells River	Boston & Lowell R.R. (W. M. Div.)
Wells River to White River Junction.....	Passumpsic R. R.
White River Junction to Windsor.....	Central Vermont R. R.
Windsor to Bellows Falls.....	Vermont Valley R. R.
Bellows Falls to Fitchburg.....	Cheshire R. R.
Fitchburg to Boston	Fitchburg R. R.

RATE, - - - \$14.75

*Excursion No. 101.***BOSTON to CRAWFORD HOUSE and return.**

A Reverse of Excursion No. 100.

RATE, - - - \$14.75

*Excursion No. 102.***BOSTON to FABYAN'S and return.****ROUTE GOING :**

Boston to Fitchburg.....	Fitchburg R. R.
Fitchburg to Bellows Falls	Cheshire R. R.
Bellows Falls to Windsor	Vermont Valley R. R.
Windsor to White River Junction.....	Central Vermont R. R.
White River Junction to Wells River.....	Boston & Maine R. R.
Wells River to Bethlehem Junction	Boston & Lowell R.R. (W. M. Div.)
Bethlehem Junc. to Fabyan's	Boston & Lowell R.R. (W. M. Div.)

ROUTE RETURNING :

Fabyan's to No. Conway via Notch.....	Maine Central R. R.
North Conway to Wolfboro.....	Boston & Maine R. R.
Wolfboro to Weirs via Centre Harbor	Lake Winnepesaukee Steamers
Weirs to Concord	Boston & Lowell R.R. (W. M. Div.)
Concord to Nashua	Concord R. R.
Nashua to Boston	Boston & Maine R. R.

RATE, . . . \$14.80

*Excursion No. 103.***BOSTON to FABYAN'S and return.**

A Reverse of Excursion No. 102.

RATE, . . . \$14.80

*Excursion No. 104.***BOSTON to FABYAN'S and return.****ROUTE GOING :**

Boston to Fabyan's.....	{ Choice of Routes via Portland, North Conway or Concord.
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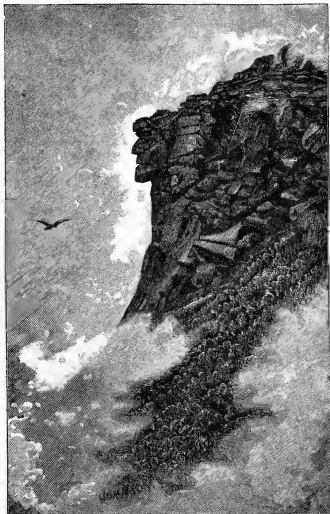
ROUTE RETURNING :

Fabyan's to Wells River.....	Boston & Lowell R.R. (W. M. Div.)
Wells River to White River Junction.....	Boston & Maine R. R.
White River Junction to Windsor.....	Central Vermont R. R.
Windsor to Bellows Falls.....	Vermont Valley R. R.
Bellows Falls to Fitchburg	Cheshire R. R.
Fitchburg to Boston	Fitchburg R. R.

RATE, . . . \$12.00

BOSTON to FABYAN'S and return.**ROUTE GOING :**

Boston to Fitchburg	Fitchburg R. R.
Fitchburg to Bellows Falls	Cheshire R. R.
Bellows Falls to Windsor	Vermont Valley R. R.
Windsor to White River Junction.....	Central Vermont R. R.
White River Junction to Wells River	Boston & Maine R. R.
Wells River to Fabyan's.....	Boston & Lowell R.R. (W. M. Div.)

**"OLD MAN OF THE MOUNTAINS."**

ROUTE RETURNING :

Fabyan's to Boston.....	} Choice of Routes via Portland, North Conway or Concord.	
RATE, - - -		\$12.00

*Excursion No. 106.***BOSTON to MOUNT WASHINGTON and return.**

ROUTE GOING :

Boston to Portland.....	Rail or Steamer.
Portland to Gorham	Grand Trunk R'y.
Gorham to Glen House.....	Stage.
Glen House to Summit Mount Wash- ington and return.....	} Carriages.

ROUTE RETURNING :

Glen House to Glen Station via Crystal Cascade, Glen Ellis Falls and Pink- ham Notch.....	} Stage.
Glen Station to Fabyan's.....	
Fabyan's to Wells River via Twin M. House and Bethlehem Junction.....	} Boston & Lowell R.R. (W. M. Div.)
Wells River to White River Junction.....	
White River Junction to Windsor.....	Central Vermont R. R.
Windsor to Bellows Falls.....	Vermont Valley R. R.
Bellows Falls to Fitchburg.....	Cheshire R. R.
Fitchburg to Boston.....	Fitchburg R. R.
RATE, - - -	\$22.00

*Excursion No. 107.***BOSTON to MOUNT WASHINGTON and return.**

A. Reverse of Excursion No. 106.

RATE, - - -	\$22.00
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*Excursion No. 108.***BOSTON to MONTREAL and return.**

ROUTE GOING :

Boston to Nashua.....	Boston & Maine R. R.
Nashua to Concord.....	Concord R. R.
Concord to White River Junction.....	Boston & Maine R. R.
White River Junction to St. Johns.....	Central Vermont R. R.
St. Johns to Montreal.....	Grand Trunk R'y.

ROUTE RETURNING :

Montreal to St. Johns.....	Grand Trunk R'y.
St. Johns to Montpelier.....	Central Vermont R. R.
Montpelier to Wells River.....	Montpelier & Wells River R. R.
Wells River to Fabyan's.....	Boston & Lowell R.R. (W. M. Div.)
Fabyan's to Boston.....	{ Choice of Routes via Portland, No. Conway or Concord.
RATE, - - - -	
	\$18.50

*Excursion No. 109.***BOSTON to QUEBEC and return.****ROUTE GOING :**

Boston to Fabyan's.....	{ Choice of Routes via Portland, No. Conway or Concord.
Fabyan's to Lunenburg.....	Boston & Lowell R.R. (W. M. Div.)
Lunenburg to St. Johnsbury.....	St. Johnsbury & L. Champlain R.R.
St. Johnsbury to Sherbrooke.....	Boston & Maine R. R.
Sherbrooke to Point Levi.....	Grand Trunk R'y.
Point Levi to Quebec.....	Ferry

ROUTE RETURNING :

Quebec to Montreal.....	Rail or Steamer.
Montreal to Boston	Via White River Junc. or Rutland.

RATE,	-	-	-	\$21.45
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*Excursion No. 110.***BOSTON to QUEBEC and return.**

A Reverse of Excursion No. 109.

RATE,	-	-	-	\$21.45
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*Excursion No. 111.***BOSTON to BURLINGTON and return.****ROUTE GOING :**

Boston to Fabyan's.....	{ Choice of Routes via Portland, North Conway or Concord.
Fabyan's to Wells River.....	Boston & Lowell R.R. (W. M. Div.)
Wells River to Montpelier.....	Montpelier & Wells River R. R.
Montpelier to Burlington	Central Vermont R. R.

ROUTE RETURNING :

Burlington to Fort Ticonderoga.....	Lake Champlain Steamers.
Fort Ticonderoga to Rutland via Saratoga.....	Del. & Hudson Canal Co's R. R.
Rutland to Bellows Falls	Central Vermont R. R.
Bellows Falls to Fitchburg.....	Cheshire R. R.
Fitchburg to Boston	Fitchburg R. R.

RATE,	-	-	-	\$19.60
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*Excursion No. 112.***BOSTON to BURLINGTON and return.**

A Reverse of Excursion No. 111.

RATE,	-	-	-	\$19.60
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Excursion No. 113.

BOSTON to LAKE GEORGE and return.

ROUTE GOING :

Boston to Fitchburg	Fitchburg R. R.
Fitchburg to Bellows Falls.....	Cheshire R. R.
Bellows Falls to Rutland.....	Central Vermont R. R.
Rutland to Caldwell via Saratoga	Del. & Hudson Canal Co's R. R.

ROUTE RETURNING :

Caldwell to Baldwin.....	Lake George Steamers.
Baldwin to Fort Ticonderoga.....	Del. & Hudson Canal Co's R. R.
Fort Ticonderoga to Burlington.....	Lake Champlain Steamers.
Burlington to Montpelier.....	Central Vermont R. R.
Montpelier to Wells River.....	Montpelier & Wells River R. R.
Wells River to Fabyan's.....	Boston & Lowell R. R.
Fabyan's to Boston.....	{ Choice of Routes via Portland, North Conway or Concord.

RATE, - - - - \$21.00

Excursion No. 114.

BOSTON to LAKE GEORGE and return.

A Reverse of Excursion No. 113.

RATE,	-	-	-	\$21.00
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Excursion No. 115.

BOSTON to LAKE CHAMPLAIN and return.

ROUTE GOING :

Boston to New York.....	Sound Lines Steamers.
New York to Albany.....	Hudson River Steamers.
Albany to Fort Ticonderoga via Saratoga...	Del. & Hudson Canal Co's R. R.
Fort Ticonderoga to Burlington.....	Lake Champlain Steamers.

ROUTE RETURNING :

Burlington to Montpelier.....	Central Vermont R. R.
Montpelier to Wells River.....	Montpelier & Wells River R. R.
Wells River to Fabyan's.....	Boston & Lowell R. R.
Fabyan's to Boston.....	{ Choice of Routes via Portland, North Conway or Concord.

RATE, \$2460

Excursion No. 116.

BOSTON to LAKE CHAMPLAIN and return.

A Reverse of Excursion No. 115.

RATE, \$21.60

*Excursion No. 117.***BOSTON to LAKE GEORGE and return.**

ROUTE GOING :

Boston to Fabyan's.....	{	Choice of Routes via Portland, North Conway or Concord.
Fabyan's to Wells River.....		
Wells River to Montpelier.....		Boston & Lowell R. R.
Montpelier to Burlington.....		Montpelier & Wells River R. R.
Burlington to Fort Ticonderoga.....		Central Vermont R. R.
Fort Ticonderoga to Baldwin.....		Lake Champlain Steamers.
Baldwin to Caldwell.....		Del. & Hudson Canal Co's R. R.
		Lake George Steamers.

ROUTE RETURNING :

Caldwell to Albany via Saratoga.....	Del. & Hudson Canal Co's R. R.
Albany to New York.....	Hudson River Steamers.
New York to Boston.....	Sound Lines Steamers.

RATE, - - - \$23.40

*Excursion No. 118.***BOSTON to LAKE GEORGE and return.**

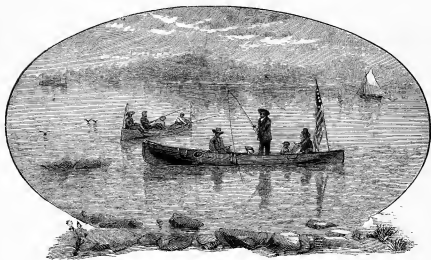
A Reverse of Excursion No. 117.

RATE, - - - \$23.40

NIAGARA FALLS.—"We stand in view of one of the grandest scenes on earth! Our vocabularies are hastily ransacked for their biggest and most enthusiastic adjectives to characterize the magnificent sublimity, wild majesty and terrific grandeur of the scene!

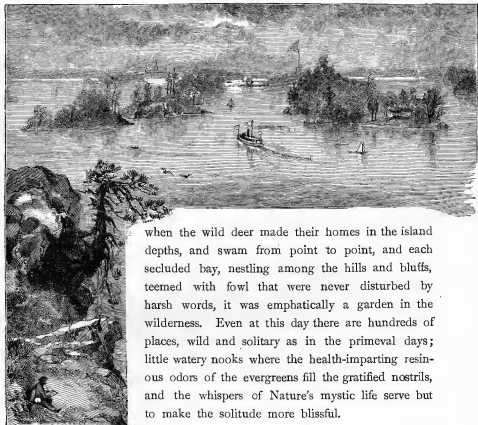
"The mighty river of blue-green waters surging and dashing and tossing its white arms of foam, amid the mad rapids, then shuddering on the brink of the awful precipice, and plunging headlong into the yawning chasm below; the whirling and swirling of the floods; the thunderous roar that shakes the solid earth; the vast sheets of spray and mist, and the sunbeams that, caught in their liquid meshes, die like aerial dolphins in a blaze of a many-tinted pain; the rainbow that casts its resplendent arch across the majestic canyon; the glorious Horseshoe, the American Falls and all the lesser divisions of creation's greatest cataract; the tiny green islands that look as if any moment might see them swept down into the dizzy depths; an ocean pouring over rocky battlements into a bottomless abyss of waters; and through and over it all the everlasting thunder of the falling flood.

“Who, that has ever seen and heard all this commingled grandeur, beauty, sublimity and awfulness, can forget it while life and memory last? It is one of the wonders of the world; and, from the day that Father Hennepin and the hardy warriors of La Salle stood awestruck and dumb before it two hundred years ago, earth’s greatest scholars, poets, orators and artists have striven in vain, with tongue and pen and pencil, to depict the veriest atom of its majesty and its glory. The little Frenchman came as near doing justice to it as far more pretentious enthusiasts have ever done, when, standing amid its spray and rainbows and eternal roar, he clapped his hands in rapture and exclaimed: ‘Supairb! Magnifique! By gar, don’t he come down bully!’”



The Thousand Islands are identified with many incidents of the earliest history of our country, and though it is only recently its peculiar beauty and fitness as a resting-place “amid the toil of the years” has become generally known to the people, yet, from east, west, north and south, its praises are sounded by those who have been made glad by its beauty. The air is light, dry and mellow, and is adapted to the constitution of almost every one. Fogs rarely occur here, neither is the night atmosphere damp.

The Indians in their rude, but poetic natures, called this locality "Manatoana," or Garden of the Great Spirit, and the name would seem to have been a most appropriate one, as applied to the spot when Nature ruled alone; when every island was a miniature forest;



when the wild deer made their homes in the island depths, and swam from point to point, and each secluded bay, nestling among the hills and bluffs, teemed with fowl that were never disturbed by harsh words, it was emphatically a garden in the wilderness. Even at this day there are hundreds of places, wild and solitary as in the primeval days; little watery nooks where the health-imparting resinous odors of the evergreens fill the gratified nostrils, and the whispers of Nature's mystic life serve but to make the solitude more blissful.

"As the steamer glides out into the delicious coolness and cleanliness of the open river, through scenery suggestive at every turn of exquisite beauty and romance, if you do not say, as was said of the wise king of old, 'The half has not been told,' then indeed it will be hard to meet with your approval. Soon your steamer passes in among the islands, and the bright sunlight falls upon the clear, pale, emerald waters, which in turn reflects back the islets it bears upon its surface, revealing successively their vales,

glens or heights in all their sylvan or rugged beauty. At times our steamer passes so close to these islands that a pebble may be cast upon their shores, while, looking ahead, it appears as though further progress was barred, but rounding the points amid winding passages and bays the way is gradually opened before us. Again the river seems to come to an abrupt termination. Approaching the threatening shores a channel suddenly appears, and you are whirled into a magnificent amphitheatre of lake, that is, to all appearance, bounded by an immense green bank. As you draw near the mass is moved, as if in a kaleidoscope, and a hundred little isles appear in its place."

Having passed through the Lake of the Thousand Islands, we enter the River St. Lawrence. The increasing swiftness of the current reveals the fact that we are approaching one of those remarkable and celebrated

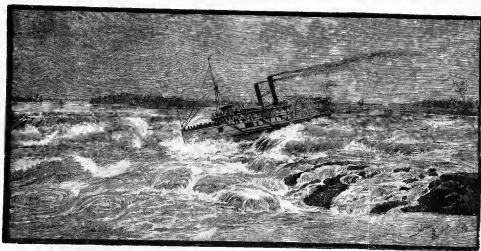
Rapids of the St. Lawrence.—The experience of shooting the rapids has been thus described :

"The increasing speed, and especially the perceptible descent, soon awaken the interest of the dullest among the passengers, and as the boat lurches to the right or left (or, in nautical phrase, to the star-board or port), to escape destruction from some ledge which the trusty pilot knows how to avoid, the excitement deepens and increases, and the half hour required for the passage of the Long Sault is crowded full of alternating delight, fear and exhilaration, quickening the pulse and giving zest to the journey, not to be appreciated except by those who experience it. At the foot of this rapid the placid waters of Lake St. Francis are entered, and the contrast between the tranquil surroundings and the tumult and excitement just passed through brings a grateful sense of relief, and the lovely scenery among which the boat now glides for twenty-five miles is all the more keenly appreciated. Passing Coteau du Lac, we enter the Coteau Rapids, descending quickly to the Cedars, Split Rock and Cascade Rapids. In passing the Cedars a peculiar sensation is experienced, as the boat appears to settle down occasionally with great suddenness, as though about to be submerged. This is supposed to be owing to a strong undercurrent which exerts this influence on the boat as she passes from one ledge of rock to another, although they are at a safe distance below her keel. The

passage of the Split Rock Rapids seems dangerous, as indeed it would be were the pilot to forget for a moment the grave responsibility of his trust, and fail to swerve the boat at just the right moment to avoid some sharp rock or ledge that threatens destruction to the craft.

"The Cascades are so called from their resemblance to a series of short, leaping falls. Passing the Cascades we enter upon another broad expanse of water, the river here widening into Lake St. Louis, receiving also the waters of the Ottawa River. This lake is twelve miles long by about six in breadth, and the ride across its quiet waters just precedes the culminating excitement of the trip—the daring passage of the FAMOUS LACHINE RAPIDS.

"At the head of these Rapids is the pretty little village of Lachine, and here comes on board our Indian pilot, Baptiste by name, who has piloted the boats through the Lachine Rapids for forty years.



These rapids are the most perilous in all the river's extent on account of the devious nature of the channel, and the dangerous rocks which lie just enough below the surface to deceive any but the skillful navigator. The swarthy giant who takes the wheel at this point pays little attention to anything but the duty in hand, and that seems to demand all his energies. Casting alternate glances at him and at the rushing waters ahead of us, we involuntarily breathe the words of the hymn,

'Steady, O pilot, stand firm at the wheel.'

"Right in our path lies a ragged rock, which threatens us with instant destruction ; but a turn of the wheel at just the right moment sends our good craft a little to the left of it, and the apparent danger is past. With bated breath we watch for the next peril that looms ahead of us, to find it, like its predecessor, vanquished by the strong arm and steady nerve of the man to whom every inch of the channel is as familiar as a beaten path.

"Entering once more into quiet waters we steam on our way toward Montreal, and soon the horizon is marked with the long line of the famous VICTORIA BRIDGE, which rises higher and higher as we approach it, until we glide under it and are soon at the wharf."

Excursions Nos. 119 to 131, inclusive, can be furnished via Sound Lines to New York, Hudson River Day Line to Albany ; thence rail, at \$1.50 additional.

Excursion No. 119.

BOSTON to NIAGARA FALLS and return.

ROUTE GOING :

Boston to Niagara Falls.....	{	Choice of Routes via Rutland, Troy
		or Albany.

ROUTE RETURNING :

Niagara Falls to Montreal	{	Choice of Routes via Thousand Is-
		lands and Rapids, or all rail.
Montreal to St. Johns		Grand Trunk R'y.
St. Johns to White River Junction.....		Central Vermont R. R.
White River Junction to Concord		Boston & Maine R. R.
Concord to Nashua.....		Concord R. R.
Nashua to Boston		Boston & Maine R. R.

RATE,	-	-	-	\$30.00
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Excursion No. 120.

BOSTON to NIAGARA FALLS and return.

ROUTE GOING :

Montreal to Niagara Falls.....	{	Choice of Routes via Rutland, Troy
		or Albany.

ROUTE RETURNING :

Niagara Falls to Montreal	{	Choice of Routes via Thousand Is-
		lands and Rapids, or all rail.
Montreal to St. Johns		Grand Trunk R'y.
St. Johns to Bellows Falls via Burlington	{	Central Vermont R. R.
and Rutland.....		
Bellows Falls to Fitchburg.....		Cheshire R. R.
Fitchburg to Boston		Fitchburg R. R.

RATE,	-	-	-	\$30.00
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Excursion No. 121.

BOSTON to NIAGARA FALLS and return.

ROUTE GOING :

Boston to Niagara Falls	{ Choice of Routes via Rutland, Troy or Albany.
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ROUTE RETURNING :

Niagara Falls to Ogdensburg	{ Choice of Routes via Thousand Is. lands and Rapids, or all rail.
Ogdensburg to Rouse's Point	Central V't R.R. (O. & L. C. Div.)
Rouse's Point to White River Junction	Central Vermont R. R.
White River Junction to Concord	Boston & Maine R. R.
Concord to Nashua	Concord R. R.
Nashua to Boston	Boston & Maine R. R.

RATE, - - - \$30.00

Excursion No. 122.

BOSTON to NIAGARA FALLS and return.

ROUTE GOING :

Boston to Niagara Falls	{ Choice of Routes via Rutland, Troy or Albany.
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ROUTE RETURNING :

Niagara Falls to Ogdensburg	{ Choice of Routes via Thousand Is. lands and Rapids, or all rail.
Ogdensburg to Rouse's Point	Central V't R.R. (O. & L. C. Div.)
Rouse's Point to Bellows Falls via Bur- lington and Rutland	{ Central Vermont R. R.
Bellows Falls to Fitchburg	Cheshire R. R.
Fitchburg to Boston	Fitchburg R. R.

RATE, - - - \$30.00

Excursion No. 123.

BOSTON to NIAGARA FALLS and return.

ROUTE GOING :

Boston to Niagara Falls	{ Choice of Routes via Rutland, Troy or Albany.
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ROUTE RETURNING :

Niagara Falls to Montreal	{ Choice of Routes via Thousand Is. lands and Rapids, or all rail.
Montreal to St. Johns	Grand Trunk R'y.
St. Johns to Burlington	Central Vermont R. R.
Burlington to Fort Ticonderoga	Lake Champlain Steamers.
Fort Ticonderoga to Baldwin	Del. & Hudson Canal Co's R. R.
Baldwin to Caldwell	Lake George Steamers.
Caldwell to Rutland, via Saratoga	Del. & Hudson Canal Co's R. R.
Rutland to Bellows Falls	Central Vermont R. R.
Bellows Falls to Fitchburg	Cheshire R. R.
Fitchburg to Boston	Fitchburg R. R.

RATE, - - - \$35.60

*Excursion No. 124.***BOSTON to NIAGARA FALLS and return.****ROUTE GOING :**

Boston to Niagara Falls.....	{ Choice of Routes via Rutland, Troy or Albany.
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ROUTE RETURNING :

Niagara Falls to Ogdensburg.....	{ Choice of Routes, via Thousand Is- lands and Rapids, or all rail.
Ogdensburg to Rouse's Point.....	Central V't R.R. (O. & L. C. Div.)
Rouse's Point to Burlington.....	Central Vermont R. R.
Burlington to Boston	Via Excursion No. 123.

RATE, - - - \$33.40

*Excursion No. 125.***BOSTON to NIAGARA FALLS and return.****ROUTE GOING :**

Boston to Niagara Falls.....	{ Choice of Routes via Rutland, Troy or Albany.
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ROUTE RETURNING :

Niagara Falls to Montreal.....	{ Choice of Routes via Thousand Is- lands and Rapids, or all rail.
Montreal to St. Johns	Grand Trunk R'y.
St. Johns to Burlington.....	Central Vermont R. R.
Burlington to Fort Ticonderoga	Lake Champlain Steamers.
Fort Ticonderoga to Albany, via Saratoga.	Del. & Hudson Canal Co's R. R.
Albany to New York.....	Hudson River Steamers.
New York to Boston	Sound Line Steamers.

RATE, - - - \$35.75

*Excursion No. 126.***BOSTON to NIAGARA FALLS and return.****ROUTE GOING :**

Boston to Niagara Falls.....	{ Choice of Routes via Rutland, Troy or Albany.
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ROUTE RETURNING :

Niagara Falls to Montreal.....	{ Choice of Routes via Thousand Is- lands and Rapids, or all rail.
Montreal to St. Johns	Grand Trunk R'y.
St. Johns to Burlington.....	Central Vermont R. R.
Burlington to Fort Ticonderoga	Lake Champlain Steamers.
Fort Ticonderoga to Baldwin.....	Del. & Hudson Canal Co's R. R.
Baldwin to Caldwell.....	Lake George Steamers.
Caldwell to Albany, via Saratoga.....	Del. & Hudson Canal Co's R. R.
Albany to New York	Hudson River Steamers.
New York to Boston	Sound Line Steamers.

RATE, - - - \$37.75

Excursion No. 127.

BOSTON to NIAGARA FALLS and return.

ROUTE GOING :

Boston to Niagara Falls { Choice of Routes via Rutland, Troy
or Albany.

ROUTE RETURNING :

Niagara Falls to Montreal..... { Choice of Routes via Thousand
Islands and Rapids, or all rail.

Montreal to St. Johns.....Grand Trunk R'y.

St. Johns to Montpelier.....Central Vermont R. R.

Montpelier to Wells River.....Montpelier & Wells River R. R.

Wells River to Fabyan's.....Boston & Lowell R. R.(W. M. Div.)

Fabyan's to Boston..... { Choice of Routes via Concord,
North Conway or Portland.

RATE, - - - \$32 65

Excursion No. 128.

BOSTON to NIAGARA FALLS and return.

ROUTE GOING :

Boston to Niagara Falls..... { Choice of Routes via Rutland, Troy
or Albany.

ROUTE RETURNING :

Niagara Falls to Ogdensburg..... { Choice of Routes via Thousand
Islands and Rapids, or all rail.

Ogdensburg to Rouse's Point.....Central V't R.R. (O. & L. C. Div.)

Rouse's Point to Montpelier.....Central Vermont R. R.

Montpelier to Boston..... { Via Wells River, Fabyan's and Con-
cord, North Conway or Portland.

RATE, - - - \$31.00

Excursion No. 129.

BOSTON to NIAGARA FALLS and return.

ROUTE GOING :

Boston to Niagara Falls..... { Choice of Routes via Rutland, Troy
or Albany.

ROUTE RETURNING :

Niagara Falls to Montreal..... { Choice of Routes via Thousand Is-
lands and Rapids, or all rail.

Montreal to St. Johns.....Grand Trunk R'y.

St. Johns to Montpelier via St. Albans, {
Waterbury (Mt. Mansfield).....Central Vermont R. R.

Montpelier to Wells River..Montpelier & Wells River R. R.

Wells River to Fabyan's.....Boston & Lowell R. R (W. M. Div.)

Fabyan's to Glen Station via Notch.....Portland & Ogdensburg R. R.

Glen Station to Glen House.....Stage.

Glen House to Summit Mt. Washington {
and returnCarriages.

Glen House to Gorham.....Stage.

Gorham to Portland.....Grand Trunk R'y.

Portland to Boston.....Rail or Steamer.

RATE, - - - \$44.15

*Excursion No. 130.***BOSTON to NIAGARA FALLS and return.**

ROUTE GOING :

Boston to Niagara Falls.....	{ Choice of Routes via Rutland, Troy or Albany.
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ROUTE RETURNING :

Niagara Falls to Schenectady.....	N. Y. Cent. & Hudson River R. R.
Schenectady to Caldwell via Saratoga.....	Del. & Hudson Canal Co's R. R.
Caldwell to Baldwin.....	Lake George Steamers.
Baldwin to Fort Ticonderoga.....	Del. & Hudson Canal Co's R. R.
Fort Ticonderoga to Burlington.....	Lake Champlain Steamers.
Burlington to White River Junction.....	Central Vermont R. R.
White River Junction to Concord.....	Boston & Maine R. R.
Concord to Nashua.....	Concord R. R.
Nashua to Boston.....	Boston & Maine R. R.

RATE, - - - \$29.75

*Excursion No. 131.***BOSTON to NIAGARA FALLS and return.**

A Reverse of Excursion No. 130.

RATE, - - - \$29.75

*Excursion No. 132.***BOSTON to NIAGARA FALLS and return.**

ROUTE GOING :

Boston to Nashua	Boston & Maine R. R.
Nashua to Concord.....	Concord R. R.
Concord to White River Junction	Boston & Maine R. R.
White River Junction to Rouse's Point via Waterbury and St. Albans	{ Central Vermont R. R.
Rouse's Point to Ogdensburg	Central V't R.R. (O. & L. C. Div.)
Ogdensburg to Prescott	Ferry.
Prescott to Toronto via Alexandria Bay and Thousand Isles	{ Rich. & Ontario Navigation Co.
Toronto to Lewiston.....	Steamer.
Lewiston to Niagara Falls.....	N. Y. Cent. & Hudson River R. R.

ROUTE RETURNING :

Niagara Falls to Boston	{ Choice of Routes via Rutland, Troy or Albany.
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RATE, - - - \$30.00

*Excursion No. 133.***BOSTON to NIAGARA FALLS and return.****ROUTE GOING :**

Boston to Ogdensburg.....	Via White River Junc. or Rutland.
Ogdensburg to Alexandria Bay.....	Steamer.
Alexandria Bay to Clayton	Steamer.
Clayton to Philadelphia, N. Y.....	Utica & Black River R. R.
Philadelphia, N. Y., to Lewiston.....	Watertown & Ogdensburg R. R.
Lewiston to Niagara Falls.....	N. Y. Cent. & Hudson River R. R.

ROUTE RETURNING :

Niagara Falls to Boston	{ Choice of Routes via Rutland, Troy or Albany.
RATE, - - -	\$30.00

*Excursion No. 134.***BOSTON to NIAGARA FALLS and return.****ROUTE GOING :**

Boston to Montreal.....	Via White River Junc. or Rutland.
Montreal to Toronto via Thousand Isles . . .	Rich. & Ontario Navigation Co.
Toronto to Lewiston	Steamer.
Lewiston to Niagara Falls	N. Y. Cent. & Hudson River R.R.

ROUTE RETURNING :

Niagara Falls to Boston	{ Choice of Routes via Rutland, Troy or Albany.
RATE, - - -	\$30.00



SIDE EXCURSIONS.

Sold only in connection with Excursions passing through the first named point.

Excursion No. 250.

UTICA to TRENTON FALLS and return.

Utica to Trenton Falls..... Utica & Black River R. R.
Return same Route.

RATE, - - - \$1.00

Excursion No. 251.

BURLINGTON to ST. ALBANS and return.

Burlington to St. Albans and return Central Vermont R. R.

RATE, - - - \$1.50

Excursion No. 252.

BURLINGTON to AUSABLE CHASM and return.

Burlington to Fort Kent..... Lake Champlain Steamers.
Fort Kent to Ausable Chasm..... Stage.
Return same Route.

RATE, - - - \$1.50

Excursion No. 253.

BURLINGTON to SARANAC LAKE and return.

Burlington to Plattsburg..... Lake Champlain Steamers.
Plattsburg to Saranac Lake..... Chateaugay R. R.
Return same Route.

RATE, - - - \$8.00

Excursion No. 254.

BURLINGTON to PAUL SMITHS and return.

Burlington to Plattsburg..... Lake Champlain Steamers.
Plattsburg to Bloomingdale..... Chateaugay R. R.
Bloomingdale to Paul Smith's..... Stage.
Return same Route.

RATE, - - - \$9.50

*Excursion No. 255.***BURLINGTON to MONTREAL and return.**

Burlington to St. Johns Central Vermont R. R.

St. Johns to Montreal.....Grand Trunk R'y.

Return same Route.

RATE, - - - \$5.50

*Excursion No. 256.***BURLINGTON to MONTREAL and return, via Ogdensburg.**

ROUTE GOING :

Burlington to Rouse's Point..... Central Vermont R. R.

Rouse's Point to Ogdensburg.....Ogdensburg & L. Champlain R. R.

Ogdensburg to Prescott Ferry.

Prescott to Montreal via Rapids.....Grand Trunk R'y or Steamer.

ROUTE RETURNING :

Montreal to St. Johns.....Grand Trunk R'y.

St. Johns to Burlington Central Vermont R. R.

RATE, - - - \$11.50

*Excursion No. 257.***ST. ALBANS to CHATEAUGAY CHASM and return.**

St. Alban's to Rouse's Point Central Vermont R. R.

Rouse's Point to Chateaugay.....Ogdensburg & L. Champlain R. R.

Chateaugay to Chasm.....Coach.

Return same Route.

RATE, - - - \$4.00

*Excursion No. 258.***WATERBURY to STOWE (Mt. Mansfield) and return.**

Waterbury to Stowe (Mt. Mansfield) and ret..Stage.

RATE, - - - \$1.00

*Excursion No. 259.***WING ROAD to JEFFERSON, N. H. and return.**

Wing Road to Whitefield Boston & Lowell R. R.

Whitefield to Jefferson.....Whitefield & Jefferson R. R.

Return same Route

RATE, - - - \$1.75

*Excursion No. 260.***BETHLEHEM JUNCTION to PROFILE HOUSE and return.**

Bethlehem Junc. to Profile House and ret....Profile & Franconia Notch R. R.

RATE, - - - \$3.00

*Excursion No. 261.***BETHLEHEM JUNCTION to BETHLEHEM and return.**

Bethlehem Junc. to Bethlehem and ret.....Profile & Franconia Notch R. R.

RATE, - - - \$1.00

*Excursion No. 262.***FABYAN'S to SUMMIT MT. WASHINGTON and return.**

Fabyan's to Base Mt. Washington.....Boston & Lowell R. R.

Base to Summit Mt. Washington.....Mt. Washington R'y.

Return same Route.

RATE, - - - \$6.00

*Excursion No. 263.***FABYAN'S to GLEN HOUSE and return.**

ROUTE GOING :

Fabyan's to Base Mt. Washington.....Boston & Lowell R. R.

Base to Summit Mt. Washington.....Mt. Washington R'y.

Summit to Glen House.....Carriages.

ROUTE RETURNING :

Glen House to Glen Station... ..Stage.

Glen Station to Fabyan's via Notch.....Portland & Ogdensburg R. R.

RATE, - - - \$11.25

*Excursion No. 264.***FABYAN'S to CRAWFORD HOUSE and return.**

Fabyan s to Crawford House and return...Portland & Ogdensburg R. R.

RATE, - - - 60 cents.

*Excursion No. 265.***GLEN HOUSE to SUMMIT MT. WASHINGTON and return.**Glen House to Summit Mt. Washington }
and Return..... } Carriages.

RATE, - - - \$5.00

*Excursion No. 266.***MONTREAL to LACHINE and return.**

ROUTE GOING :

Montreal to Lachine.....Grand Trunk R'y.

ROUTE RETURNING :

Lachine to Montreal via Lachine Rapids..Steamer.

RATE, - - - 50 cents.

*Excursion No. 267.***MONTREAL to QUEBEC and return.**

Montreal to Quebec and returnRail or Steamer.

RATE, - - - \$5.00

*Excursion No. 268.***MONTREAL to ST. LEON SPRINGS and return.**

Montreal to Louiseville.....North Shore R'y.

Louiseville to St. Leon Springs.....Stage.

Return same Route.

RATE, - - - \$3.50

*Excursion No. 269***MONTREAL to OTTAWA and return.**

ROUTE GOING :

Montreal to Ottawa.....Rail.

ROUTE RETURNING :

Ottawa to Prescott.....St. Lawrence & Ottawa R'y.

Prescott to Montreal via Rapids.....Grand Trunk R'y or Steamer.

RATE, - - - \$7.50

*Excursion No. 270.***QUEBEC to SAGUENAY RIVER and return.**

Quebec to Ha Ha Bay or ChicoutimiSt. Lawrence Steam Nav. Co.

Return same Route.

RATE, - - - \$8.00

*Excursion No. 271.***RIVIERE DU LOUP to SAGUENAY RIVER and return**

Riviere du Loup to Ha Ha Bay.....St. Lawrence Steam Nav. Co.

Return same Route.

RATE, - - - \$5.50

*Excursion No. 272.***OGDENSBURG to ALEXANDRIA BAY and return.**Ogdensburg to Alexandria Bay and Re- }
turn via Thousand Isles } Steamer.

RATE, - - - \$2.00



EXCURSION RATES

—TO—

MONTREAL AND RETURN,

—ALSO—

Montreal, Quebec and Return.

SUBJECT TO CHANGE.

FOR PARTICULARS INQUIRE OF TICKET AGENT AT POINTS NAMED.

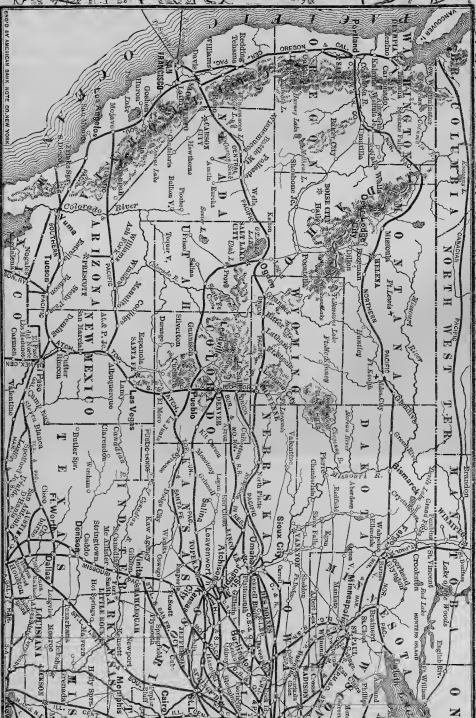
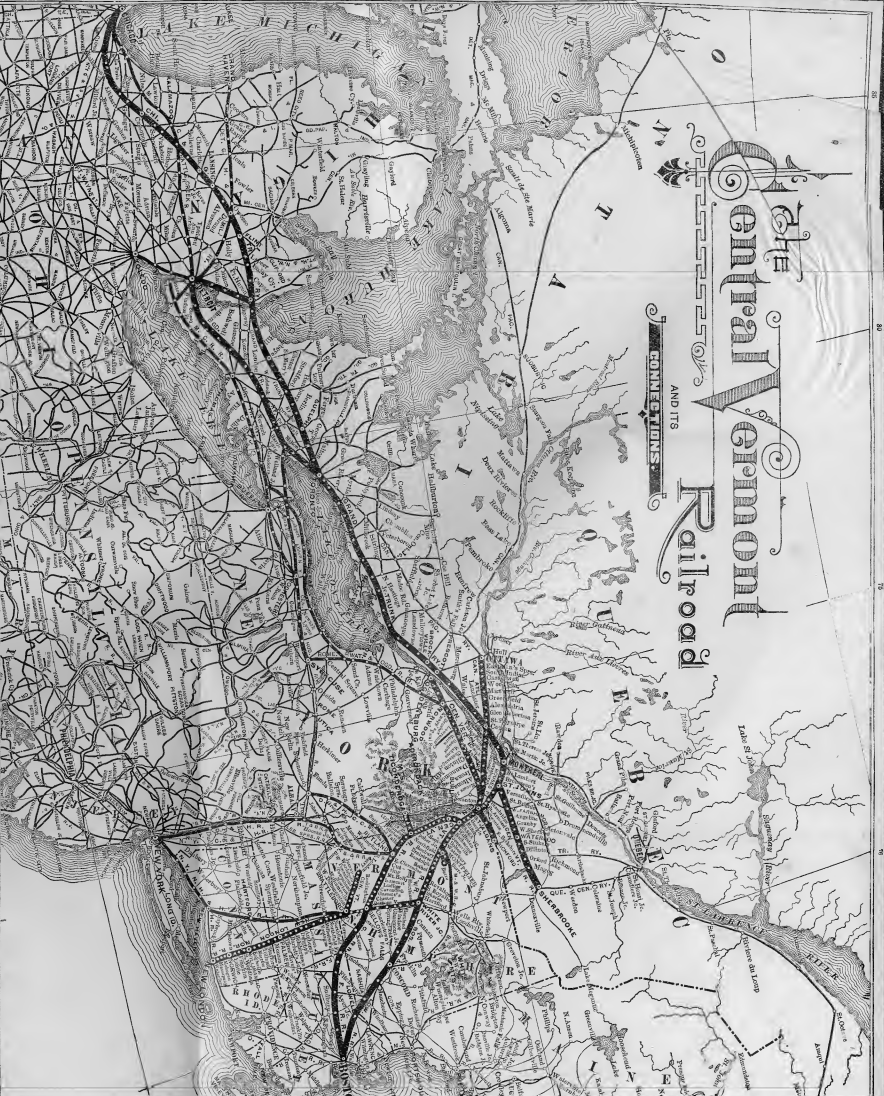
FROM	To MONTREAL AND RETURN.	To QUEBEC AND RETURN.
BOSTON.....	\$16 00	\$18 00
CONCORD.....	14 00	18 00
FALL RIVER.....	18 40	20 40
HAVERHILL.....	15 40	18 40
LAWRENCE.....	15 00	18 00
LOWELL.....	15 00	18 00
MANCHESTER.....	14 00	18 00
NASHUA.....	14 50	18 00
NEW BEDFORD.....	18 70	20 70
NORWICH.....	17 00	21 00
PROVIDENCE.....	18 00	20 00
SPRINGFIELD.....	15 00	19 00
SALEM.....	16 00	18 00
WILLIMANTIC.....	17 00	21 00
WOONSOCKET.....	17 00	21 00
WORCESTER.....	16 00	20 00

SPECIAL NOTICES.

- Tickets between Toronto, Kingston, Prescott, Montreal and Quebec, are good either boat or rail; also on South Shore Express Steamers from Charlotte.
- Tickets include meals on Steamers from Toronto to Montreal.
- Tickets on the Sound Lines Steamers include a berth.
- All other tickets via Steamers are for passage only.
- Passengers holding Tickets reading via Day Line Steamers on the Hudson River from Albany to New York can have them exchanged at N. Y. C. & H. R.R. Ticket Office in Saratoga, or in Depots at Albany or Troy, for Tickets via RAIL.
- Tickets on Hudson River are accepted on the Day Line, the People's Line, and the Citizens' Line Steamers.
- Tickets reading over the Mount Washington Railway are not available earlier than about the middle of June, or after about the 20th of September.
- Passengers should note that many of the steamboat lines cease running, or make irregular trips after about the first of October, earlier or later, according to the severity or mildness of the season.
- Tourists are allowed to stop over, according to the regulations of the various companies. See following page.
- Tickets herein described are good for return trip until October 31st, 1889, inclusive, except when otherwise noted.
- Children between five and twelve years of age, half fare; over twelve, full fare.
- Purchasers of Summer Excursion Tickets secure all the privileges accorded to passengers holding other First-Class Tickets.
- Transfers between stations are not included in Excursion Tickets except where specially noted.
- Baggage to the extent of one hundred and fifty (150) pounds will be checked free on Full-Fare Summer Excursion Tickets; and seventy-five (75) pounds on Half-Fare (Children's) Excursion Tickets.
- The coupons of tickets reading via Grand Trunk Railway between Niagara Falls and Toronto read by Lewiston and Steamer, but can be exchanged (without extra charge), on application to the agents at Niagara Falls, for tickets via rail to Toronto, Grand Trunk Railway (G. W. Division).
- Examine carefully the Side Excursions, and you will find them to embrace many points which are taken to the best advantage in connection with other tours.
- If the desired trip is not found herein, please call or write to the office, giving the objective points, as new combinations are constantly made.
- Tourists will find that a reliable guide with good maps will add very much to the pleasure of one of their trips. The "PATHFINDER RAILWAY GUIDE" is the cheapest and best official guide, and can be had of any newsdealer for 25 cents, or by addressing "PATHFINDER," Boston.

The Central Vermont Railroad

AND ITS CONNECTIONS



TO AGENTS.

NO DEVIATION FROM THE RATES WILL BE ALLOWED WITHOUT SPECIAL AUTHORITY.

Where any Agent who has sold a ticket of this Company's issue, hears from the passenger any just complaint of ill-treatment, the General Officers of this Company would esteem it a favor if the Agent will forward the full particulars of the case, and it shall be promptly investigated.

STOP-OFF PRIVILEGES.

Stop-over privileges extended by the several lines (as noted below) require passengers to take such trains or boats as make stops regularly at the desired stopping-place.

BENNINGTON & RUTLAND R. R.	30 days on notice to conductor.
BOSTON & ALBANY R. R.	No stop-over privileges.
BOSTON, HOOSAC TUNNEL & WEST'N R. R.	On notice to conductor.
BOSTON & LOWELL R. R.	At principal stations.
BOSTON & MAINE R. R.	On notice to conductor.
CANADA ATLANTIC R'Y.	On notice to conductor.
CANADIAN PACIFIC R. R.	On notice to conductor.
CENTRAL VERMONT R. R.	On notice to conductor.
CHAMPLAIN TRANSPORTATION LINE (Steamer on Lake Champlain.)	5 days on notice to purser.
CHESHIRE R. R.	30 days on notice to conductor.
CONCORD R. R.	On notice to conductor.
CONNECTICUT RIVER R. R.	On notice to conductor.
DAY LINE STEAMERS (on Hudson River).	10 days on notice to purser.
DELAWARE & HUDSON CANAL Co's R. R.	On notice to conductor.
EASTERN R. R.	On notice to conductor.
FITCHBURG R. R.	On notice to conductor.
GRAND TRUNK R. R.	On notice to conductor.
INTERCOLONIAL R. R. (or Steamers).	On notice to conductor.
INTERNATIONAL STEAMSHIP LINE	At any landing.
MONTPELIER & WELLS RIVER R. R.	On notice to conductor.
Mt. WASHINGTON R. R.	No intermediate stops.
NEW LONDON NORTHERN R. R.	No stop-over privileges.
N. Y. CENTRAL & HUDSON RIVER R. R.	On notice to conductor.
N. Y., NEW HAVEN & HARTFORD R. R.	On notice to conductor.
NORTH SHORE R. R.	No stop-over privileges.
PASSUMPSIC R. R.	On notice to conductor.
PORTLAND & OGDENSBURG R. R.	On notice to conductor.
PROFILE & FRANCONIA NOTCH R. R.	No stop-over privileges.
ROYAL MAIL LINE STEAMERS.	On notice to purser.
ST. LAWRENCE & OTTAWA R. R.	No stop-over privileges.
STEAMER ON LAKE GEORGE.	5 days on notice to purser.
UTICA & BLACK RIVER R. R.	On notice to conductor.
VERMONT VALLEY R. R.	On notice to conductor.

HOTELS AND SUMMER BOARDING HOUSES.

RUTLAND DIVISION.

LOCATION.	Name of House.	Post-Office.	Proprietor.	Distance from Station.	Capacity.	Price per Day.	Price per Week.	Altitude above sea.	Conveyance
Bellows Falls, Vt.....	Island House.....	Bellows Falls.....	C. W. Towns.....	30 rods	75	\$2 50	\$14 00	250	
	Town's Hotel.....	".....	C. W. Towns.....	50 "	100	2 50	10 00	299	
	Commercial House.....	".....	Ladd & Nims.....	35 "	50	2 00	9 00	299	
	Saxton's River.....	Saxton's River....	M. A. Wilder.....	5 miles	25	1 50	8 00	411	Stage.
	Phelps House.....	Grafton.....	F. & H. Phelps...	12 "	50	1 50	8 00	1269	Stage.
Chester, Vt.....	Chester House.....	Chester.....	J. L. Sanborn.....	8 rods	40	2 00	10 00	518	
	Lowell Lake House.....	".....	G. H. Hilton.....	13 miles	75	2 00	10 00	1118	Private.
	Londonderry House..	Londonderry.....	J. P. Farwell.....	15 "	35	2 00	8 00	1018	Stage.
	Highland House.....	Weston.....	D. D. Waite.....	13 "	40	2 00	8 00	1118	Stage.
Gasset's, Vt.....	Eagle House.....	Perkinsville.....	G. Alfred.....	7 miles	50	1 25	6 00	653	Stage.
	Springfield House.....	Springfield.....	W. Miner.....	8 "	35	1 25	6 00	653	Stage.
Proctorsville, Vt.	Eagle Hotel.....	Proctorsville.....	E. E. Cross.....	30 rods	75	1 50	4 00	848	
Ludlow, Vt.....	Ludlow House.....	Ludlow.....	E. P. Warner.....	$\frac{1}{4}$ mile	50	2 00	7 to 9	943	Private.
	Mayo's.....	".....	G. S. Bridge.....	$\frac{1}{4}$ "	15	1 00	4 to 4 50	943	Private.
	Echo Lake Hotel.....	Tyson.....	E. P. Warner.....	5 miles	75	2 00	8 to 10	1158	Stage.
	Wilder's.....	Plymouth Union..	D. P. Wilder.....	10 "	20	1 00	4 to 5	1308	Stage.
Mt. Holly, Vt.....	Mechanicsville.....	Mechanicsville..	E. R. Chase.....	2 miles	12	1 50	7 00	1738	
East Wallingford, Vt.....	E. W. Hotel.....	East Wallingford..	J. Todd.....	15 rods	25	2 00	4 00	1164	
Cuttingsville, Vt.	Union House.....	Cuttingsville.....	D. K. Butterfield..	90 rods	50	1 50	7 00	.....	Private.
	Farm House.....	".....	H. F. Partridge....	3 $\frac{1}{2}$ miles	15	...	5 00	.....	Private.

LOCATION.	Name of House.	Post-Office.	Proprietor.	Distance from Station.	Capacity.	Price per Day.	Price per Week.	Altitude above sea.	Conveyance
Rutland, Vt.	Bates House.....	Rutland	A. H. Tuttle & Son.	10 rods	150	\$2 50	\$12 00	524	Stage.
	Bardwell House.....	"	Crampton & Carpenter.	10 "	125	2 50	12 00	524	
	Berwick	"	W. H. Valiquette ..	15 "	125	2 00	10 00	524	
	Killington Peak.....	"	C. Meyenhoffer ...	10 miles	40	2 50	12 00	2000	
	Numerous private boarding places.								
Poultney, Vt.	Montvert House.....	Middletown Springs	J. Eager	8 miles	250	2 50	10 to 15	Private.
	Lake View House.....	Poultney	P. Griffith	2 "	100	2 00	10 00	.....
West Rutland, Vt.	Barnes House	West Rutland.....	F. Gorham.....	6 rods	75	2 00	10 00	500	Stage.
	Clarendon Springs House	Clarendon Springs	Murray Bros.....	4 miles	75	2 50	10 00	500	
Pittsford, Vt.	Otter Creek Hotel	Pittsford.....	J. Forean	$\frac{1}{2}$ mile	50	2 00	7 to 10	474	Private.
Brandon, Vt.	Hyde Hotel.....	Sudbury.....	A. W. Hyde	8 miles	200	2 00	8 to 15	625	Stage.
	Brandon House.....	Brandon	Cox & Hack	80 rods	75	2 00	7 to 10	364	
	Lake Dunmore House...	Salisbury	F. Kepper.....	8 miles	100	2 50	8 to 15	564	
Ticonderoga, N. Y.	Rogers Rock Hotel	Rogers Rock. ..	Treadway Bros.....	6 miles	150	3 00	14 to 21	544	Private.
	Burleigh House.....	Ticonderoga	D. J. Gilligan	2 "	200	2 00	8 to 14	250	
	Halls Home	"	Mrs. C. A. Caswell.	$1\frac{3}{4}$ "	150	2 00	6 to 12	250	
Larsbee's Point, Vt.	Lake House.....	Larsbee's Point...	Mrs. A. C. Farr....	$\frac{1}{2}$ mile	75	2 00	8 to 12	96	Stage.
Salisbury, Vt.	Lake Dunmore House...	Salisbury	F. Kepper. ..	5 miles	100	....	8 to 15	939
Middlebury, Vt.	Pierce House.....	Middlebury.....	F. W. Pierce.....	$\frac{1}{4}$ mile	50	1 75	6 to 9	334	Stage.
	Addison House	"	J. Higgins.....	1-5 "	50	2 00	7 to 10	334	
	Breadloaf Inn.....	Breadloaf.....	J. Battell.....	11 miles	100	3 00	10 to 14	1600	
New Haven, Vt.	Partch Hotel	New Haven.....	W. M. Partch.....	$1\frac{1}{2}$ miles	20	2 00	8 00	284	Stage.
	Bristol House.....	Bristol	J. J. Ridley	$5\frac{1}{2}$ "	30	2 00	8 00	284	
	Commercial Hotel	"	R. F. Hatch	$5\frac{1}{2}$ "	25	2 00	8 00	284	
Vergennes, Vt.	Stevens House.....	Vergennes.....	S. S. Gaines.....	$\frac{3}{4}$ mile	150	2 50	7 to 10	194	Private.
	American House	"	C. H. Colston.....	$\frac{1}{2}$ "	50	1 50	6 00	170	
North Ferrisburg, Vt.	Martin House.....	North Ferrisburg..	S. B. Martin	$1\frac{1}{2}$ miles	50	1 00	5 00	124	Private.

North Ferrisburg, Vt.....	Brookside Inn	North Ferrisburg...	M. L. Richardson..	2¼ miles	10	\$1 00	\$5 00	...	Private.
Burlington, Vt.....	Van Ness.....	Burlington	Drew & Clark, Manag's	½ mile	275	2 to 3 50	....	200	
	Rowe	"	R. McNulty		20	2 00	....	200	
	Burlington House.....	"	Delaney & Harrington.		100	2 to 3	....	2 0	
	Numerous private boarding places.								
Winooski, Vt.....	Stevens	Winooski	James Everts	¾ mile	50	2 00	7 00	185	

CENTRAL DIVISION.

White River Junction, Vt.....	Junction House	W. R. Junction.....	Lavender & Eddy..	20 rods	150	\$2 00	\$10 00	364	Private.
Hartford, Vt.....	White River	Hartford	C. W. Pease	¾ mile	75	2 00	7 00	400	Stage.
Sharon, Vt.....	Manley's.....	Sharon	F. M. Manley	¾ mile	40	1 00	5 00	503	Private
South Royalton, Vt.....	South Royalton House...	South Royalton....	C. H. Woodard.....		50	2 00	7 00	504	Private.
	Orange Co.....	Chelsea.....	E. D. Barnes.....	14 miles	75	2 00	5 00	900	Stage.
Royalton, Vt.....	Cascadnac House.....	Royalton	D. C. Stearns.....	50 rods	50	1 50	5 to 8	512	Private.
Bethel, Vt.....	Wilson House.....	Bethel	J. D. Lawrence.....	10 rods	10	1 50	7 to 10	571	Private.
	Bascom House.....	"	R. Gilson	10 "	20	1 00	5 00	571	Private.
	Locust Creek House.....	"	G. T. McLaughlin..	2 miles	25	1 50	5 to 9	600	Stage.
	Silver Lake House.....	Barnard	C. E. French.....	8 "	50	....	7 to 10 50	1371	Private.
	Rochester House.....	Rochester..	Q. M. Ford.....	18 "	25	2 00	6 to 8	1091	Private.
	Hancock House.....	Hancock.	J. E. Wright.....	22 "	25	2 00	6 to 8	1171	Private.
Randolph, Vt.....	Red Lion Inn	West Randolph....	Mrs. E. A. Phillips.	6 rods	50	2 00	7 to 10	678	Private.
	Valley Farm	"	A. B. Manchester..	1 mile	20	2 00	7 to 10	678	Private.
	Griswold	"	F. Griswold	50 rods	10	....	7 to 10	678	Private.
	Parish	Randolph Centre..	L. Parish	4 miles	10	....	7 to 10	1300	Private.
	Randolph House.	"	L. Murphy.....	3½ "	30	....	5 to 7	1300	Stage.
Braintree, Vt.....	Private	West Braintree ..	L. Fish	40 rods	15	1 00	4 00	779	
	Private	Mrs. E. Wright.....	Mrs. E. Wright.....	10 miles	20	1 00	6 00	1000	
	Private	Granville	L. L. Udell	5 "	10	1 00	6 00	900	
Roxbury, Vt.....	Summit	Roxbury.	M. E. Farrington ..	10 rods	20	1 00	5 00	1000	

LOCATION.	Name of House.	Post-Office.	Proprietor.	Distance from Station.	Capacity.	Price per Day.	Price per Week.	Altitude above sea.	Conveyance
Montpelier, Vt.	Pavilion	Montpelier	J. S. Vilas	5 rods	150	\$3 50	\$10 to 15	522	Stage.
	Montpelier House	"	Geo. Wheeler	90 "	125	1 50	7 00	522	
	Union House	"	J. A. Kelton	75 "	100	1 50	10 50	522	
	Riverside	"	H. Fullerton	50 "	25	1 00	5 to 7	522	
	Lake View House	South Woodbury ..	A. H. Holt	13 miles	25	1 00	5 to 7	522	
	Numerous private boarding places.								
Barre, Vt.	Central	Barre	F. Hayden	1/4 mile	30	1 50	8 00	574	
	Hotel Barre	"	H. A. Rugg	"	100	2 00	7 to 14	574	
Middlesex, Vt.	Washington	Middlesex	A. R. Risher	60 rods	15	1 50	7 00	536	
	Waitsfield House	Waitsfield	A. W. Bigelow	12 miles	15	1 50	7 00	900	
Waterbury, Vt.	Waterbury House	Waterbury	B. Barrett & Son ..	25 rods	200	2 00	7 to 12	430	
	Mt. Mansfield	Stowe	S. Gurney	10 miles	400	2 50	10 to 14	530	
	Village Hotel	Waterbury	F. D. Griffith	60 rods	40	1 50	7 00	430	
Bolton, Vt.	Bishop House	Bolton	H. H. Bishop	10 rods	25	2 00	7 00	341	
Jonesville, Vt.	Jonesville House	Jonesville	F. B. Gillett	10 rods	25	....	5 00	326	
	Private	"	Mrs. Douglass	25 "	10	....	4 to 5	326	
Richmond, Vt.	Bellevue House	Richmond	G. W. Mandigo	39 rods	15	2 00	4 00	374	Private.
Essex Junction, Vt.	Central House	Essex Junction	F. F. Shepard	5 rods	25	2 00	7 00	346	Private.
	Junction House	"	Z. Hapgood	35 "	25	1 50	6 00	346	Private.
Colchester, Vt.	Mallett's Bay House	Mallett's Bay	F. Gokey	5 miles	75	1 00	6 to 10	96	Private.
Milton, Vt.	Elm Tree House	Milton	P. Mansfield	90 rods	25	1 00	4 to 8	307	Private.
	Hotel Proctor	"	Wm. Landen	5 "	25	1 00	5 to 10	357	Private.
Georgia, Vt.	Valley Hotel	Fairfax	J. Shedd	4 miles	10	1 00	4 to 6	800	Stage.
	Alfred House	"	D. C. Currie	4 "	10	1 00	4 to 6	800	Stage.
	Franklin House	Georgia Centre	G. Kimpton	4 "	10	1 00	4 to 6	490	Private.
St. Albans, Vt.	Weiden House	St. Albans	F. A. Beebe	40 rods	250	3 00	10 to 15	400	
	American House	"	S. I. S.roud	25 "	100	2 50	7 to 14	400	
	Numerous private boarding places.								

WESTERN DIVISION.

Swanton, Vt.....	Central House.....	Swanton.....	J. F. Kelly.....	¾ mile	80	\$1 50	\$5 00	144	Private.
	Champlain House.....	".....	D. J. Morrill....	2 miles	125	2 50	12 00	100	
	American House.....	".....	A. P. Herrick.....	20 rods	40	1 50	5 00	140	
Alburgh Springs, Vt.....	Mansion House.....	Alburgh Springs..	C. Smith.....	1½ miles	100	5 to 15	150	Private.
	Alburgh Springs House..	".....	L. E. Brooks.....	1½ "	200	....	5 to 25	150
Bosse's Point, Vt.	Holland House.....	Rouse's Point.....	A. E. Barnett.....	¾ mile	50	2 00	5 00	100	Private.
	Massachusetts.....	".....	J. Cogan.....	¾ "	50	2 00	5 00	100	
	Windsor.....	".....	Chas. F. Beck.....	¾ "	100	3 00	14 00	100	
	Frontier.....	".....	Mrs. C. Lewes.....	20 rods	40	2 00	5 00	100	

NORTHERN DIVISION.

Highgate Springs, Vt.....	Franklin House.....	Highgate Springs..	J. L. Scott.....	125	\$2 50	\$10 to \$20	125	Private.
	Elmwood Cottage.....	".....	H. Phelps.....	90 rods	30	1 50	7 to 10	30	
	Lake House.....	".....	J. L. Scott.....	100 "	50	2 50	10 to 12	.....
St. Armand, P. Q.	Shelters.....	Saint Armand.....	A. Shelters.....	25	1 00	3 to 4	175	Private.
	Canada Hotel.....	".....	N. L. Peltier.....	.....	15	1 00	3 to 4	175
	Lake View.....	Phillipsburg.....	E. W. McKenney..	2 miles	50	1 00	3 to 5	150	
	Champlain House.....	".....	E. C. Bark.....	2 "	100	1 50	5 to 7	.....

MISSISQUOI VALLEY DIVISION.

Sheldon Springs, Vt....	Congress Hall.....	Sheldon Springs...	Miss E. Fitch.....	25 rods	125	\$2 50	\$10 to \$15	900	Private.
Sheldon, Vt.....	Portland.....	Sheldon.....	A. C. Marvin.....	2 miles	50	1 50	8 00	850	Private.

OGDENSBURG AND LAKE CHAMPLAIN DIVISION.

LOCATION.	Name of House.	Post-Office.	Proprietor.	Distance from Station.	Capacity.	Price per Day.	Price per Week.	Altitude above sea.	Conveyance
Champlain, N. Y.	Champlain House.....	Champlain, N. Y.	J. J. Matteson..	80 rods	40	\$2 00	\$8 00	100	
	Private	" "	J. M. Burroughs ..	10 "	5	....	10 00	150	
	Mansion House	" "	F. Plummer	30 "	5	....	10 00	150	
Mooers Junction, N. Y.	Commercial House.....	Mooers Jc., N. Y.	W. S. Farmer.....	10 "	25	2 00	6 to 8	250	
Mooers Forks, N. Y.	Rivers Side.....	Mooer's Forks.	Wm. L. Armstrong	60 "	100	2 00	8 00	350	
	Irwin	"	G. H. Simons	100 "	50	1 50	5 00	350	
	Crawford	"	T. Crawford.....	25 "	200	2 00	8 00	350	
Ellenburgh, N. Y.	Boynton	Ellenburgh Depot	Boynton & Smith.	3 "	12-15	2 00	3 50 to 5	750	
	American	"	P. Lafayette	25 "	12-15	....	3 50 to 5	750	
	Ellenburgh	Ellenburgh....	Donimy & Thayer.	2 1/2 miles	15-20	....	3 50 to 5	750	
	Clinton	Ellenburgh Centre	H. Baker.	5 "	10-15	....	3 50 to 5	1250	
Cherubusco, N. Y.	Cherubusco House.	Cherubusco	J. W. Anderson....	40 rods	15	1 00	6 00	1140	
Chateaugay, N. Y.	Chasm	Chateaugay, Clinton Co.	Chat. Chasm Co..	1 1/2 miles	75-100	2 25	10 to 14	975	
	Ralphs	Lyon Mountain	J. W. Hutton	15 "	75-100	2 50	10 to 16	1300	
	Merrill's	Merrill	Merrill Bros.	13 "	50	1 50 to 2	7 to 10	1300	
	Bellows	Chateaugay Lake..	M. S. Bellows.....	8 "	25	1 00	6 00	1300	
	Indian Point	Merrill	R. M. Shuts.....	16 "	30	1 50	8 to 10	1300	
	Riverside Cottage.....	Chateaugay Lake	H. S. Fanesworth.	6 "	10	1 25	6 to 10	1300	
Malone, N. Y.	Ayers House.....	Duane.....	W. J. Ayers	15 "	75	2 00	8-12	1700	
	Mountain View House..	Malone.....	R. G. Lowe.....	12 "	40	2 00	10 00	1500	
	Lake Meacham House...	Malone or Duane	A. R. Fuller	26 "	40-50	2 00	10 to 15	1000	
	Loon Lake House.....	Loon Lake.....	Ferd. W. Chase....	29 "	375	3 00	10 50-17 50	1800	
	Paul Smith's.....	Paul Smith's.....	A. A. Smith	39 "	500	3 00	17 50	2500	
Brushton, N. Y.	Brushton	Brushton	Wood Bros	20 rods	30	2 00	4 to 7	450	
Lawrence, N. Y.	Union House	North Lawrence..	Jas. Caul	10 rods	50	1 00	3 00	600	
	Commercial House.....	"	F. P. Norris	12 "	75	1 00	3 00	600	
	Central.....	Lawrenceville..	M. V. Barney.....	3 miles	50	1 00	3 00	600	

Lawrence, N. Y.....	Commercial.....	Nicholville.....	T. B. Smith & Son..	7 miles	50	\$1 25	\$4 00	600
	Cook	Hopkinton.....	C. Murphy.....	8 "	25	1 00	3 00	600
	Blow	Fort Jackson.....	M. P. Blow	7 "	25	1 00	3 00	600
Norwood, N. Y.....	Whitney.....	Norwood, N. Y. ..	S. R. Phelps	100 rods	.....	2 00	10 00	300
	American	"	J. R. Pert.....	2 "	.....	2 00	10 00	300
Massena Springs	Hatfield House.....	Hatfield, N. Y.	Hatfield Bros.....	3/4 mile	200	2 50	10 to 14	300
	White's Hotel.....	Massena, N. Y.	S. S. Danforth.....	1 "	75	2 00	8 50 to 12	300
	Allen House	"	D. W. Beardsley... ..	1 "	40	1 50	6 00	300
	Bentley House	Hatfield, N. Y.	H. Hatch	1/2 "	50	2 00	7 00	300
	Harrowgate House.....	"	W. R. Stearns.....	1/2 "	40	1 50	7 to 10	300
	E. M. Smith	"	E. M. Smith	1/2 "	25	1 50	7 to 10	300
	Wheeler House.....	"	"	1/2 "	25	1 50	7 00	300
	Numerous private board- ing houses.							
Dickinson Centre	Union House.....	"	M. A. Dustin.....	60 rods	25	1 25	5 00	400
St. Regis Falls, N. Y.....	Waverly House	St. Regis Falls	L. C. Goodrich.....	At Station	50	1 50	8 00	1500
	Mountain View House. .	Everton, N. Y.....	D. J. McNeil, Jr....	9 miles	35	1 50	8 00	1800
	TROUT LAKE HOUSE	St. Regis Falls	A. Prentice	10 "	25	1 00	5 00	1500
Spring Cove.....	Blue Mountain House....	"	H. Phelps.....	3 "	40	1 50	8 00	2100
Paul Smith's, N. Y.....	Paul Smith's.....	Paul Smith's.....	A. A. Smith	7 "	300	3 00	17 50	2500

BRATTLEBORO AND WHITEHALL DIVISIONS.

West Dummerston.....	Valley House	West Dummerston.	H. H. Norcross....	50 rods	20	\$1 00	\$4 50	.....
Newfane, N. Y.....	Fayetteville House.	Newfane.....	S. Worcester.....	30 "	40	1 00	7 00	.....
	County House.....	"	Geo. Underwood...	15 "	25	1 00	7 00	.....
Jamaica.....	Jamaica House.....	Jamaica.....	L. J. Strong.....	1/2 mile	30	2 00	6 00	30
Londonderry.....	Bromby.....	Peru, Vt	G. K. Davis.....	6 "	20	1 50	6 00	600
	Hiland.....	Londonderry.....	D. D. Wait & Son..	4 "	50	.....	5 to 7	300
	Londonderry	"	J. P. Farwell.....	3 "	20	1 50	6 00	200
	Morgan.....	Bondville.....	Mrs. J. Morgan...	5 "	20	1 00	5 00	100
	Edgewater Park.	South Londonderry.	Ezra Barney.....	20 rods	40	.....	6 00	Level
	Lowell Lake.....	Chester, Vt.....	G. H. Hilton.....	4 miles	50	1 00	7 00	200
	Huntley	North Windham....	Chester Huntley...	4 "	20	4 00	600

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